Noise and Vibration Impact Assessment Addendum

Hunter Transmission Project – Amendment

Prepared for

EnergyCo

20 Bond Street
Sydney NSW 2000

Prepared by:

SLR Consulting Australia

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Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
v1.0	17 February 2026	Patrick Marshall / Martin Davenport	Martin Davenport	Martin Davenport

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with EnergyCo (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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Executive Summary

Background

A Noise and Vibration Impact Assessment (*Technical Report 8 - Noise and Vibration Impact Assessment*) was prepared to assess the potential noise and vibration impacts from the construction and operation of the Hunter Transmission Project (HTP, the project) and informed the environmental impact statement (EIS) for the project. The EIS was exhibited between 27 August 2025 and 24 September 2025. This addendum report updates that assessment to support and inform the Submission Report and Amendment Report for the project.

This addendum noise and vibration impact assessment has been conducted in accordance with the relevant Secretary's environmental assessment requirements (SEARs). Where impacts are predicted, appropriate measures have been identified to mitigate and manage the potential impacts.

The key elements of the project, as exhibited in the EIS, include:

- a new overhead 500 kV double circuit transmission line of around 110 kilometres
- two new switching stations (Bayswater South and Olney)
- upgrades to the existing Bayswater and Eraring substations
- adjustments and upgrades to existing transmission lines
- property adjustment works to facilitate access to the transmission lines and switching stations
- utility adjustments required for the construction of the transmission network infrastructure
- ancillary works to support construction including road upgrades, establishment of new access tracks and upgrades to existing access tracks, construction support sites (some with temporary worker accommodation), and other construction facilities such as laydown areas.

The HTP corridor runs mostly through power station, mining and government land between Bayswater and Broke. It then traverses the Pokolbin, Corrabare, Watagan and Olney State forests where it joins the existing 500 kV transmission line running between Eraring and Kemps Creek in western Sydney.

The proposed amendments and refinements to the exhibited project are collectively referred to in this addendum noise and vibration impact assessment as the 'amended project'.

The key proposed amendments and refinements include:

- realignment of the transmission line at Mount Thorley
- realignment of the transmission line at Gouldsville
- localised easement widening for conductor swing
- minor changes at Bayswater substation
- changes at Eraring substation
- changes to access tracks
- minor adjustments to the project impact area for intersection upgrades
- adjustments to the proposed access routes for construction

- reconfiguration of the Wollombi Road construction support site
- changes to laydown areas within State forests
- reconfiguration of the Flick Road emergency helicopter landing area in response to feedback received from Forestry Corporation of NSW
- removal of stringing site in Olney State Forest to minimise impacts to threatened amphibian species
- changes to construction plant and equipment types and locations
- changes to the disturbance area at Olney.

Construction

Technical Report 8 - Noise and Vibration Impact Assessment prepared for the EIS indicated a total of 603 potentially impacted individual noise sensitive receivers which consisted of 10 highly noise affected (HNA) receivers. The amended project has a total of 603 potentially impacted individual noise sensitive receivers which consists of 15 HNA receivers. This comprises of a total of 540 individual receivers impacted by both the exhibited EIS and the amended project, 63 individual receivers no longer impacted, and 63 individual newly impacted receivers based on the amended project, 30 of which are newly identified in this Amendment report.

Construction noise from construction support sites, laydown yards substations and switching stations

The potential construction noise impacts from construction support sites, laydown yards, substation and switching station sites are summarised below:

- the predicted impacts are generally limited to residential receivers closest to each site.
- noise levels from construction works at construction support sites, laydown areas, substations, and switching stations are predicted to have impacts at 58 individual residential sensitive receivers, generally limited to receivers closest to each site.

  This is three additional individual receivers compared to the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.
- noise levels from the OOH operation of the accommodation facilities are predicted to exceed the sleep disturbance screening level at two locations near the Freemans Drive construction support site accommodation facility. However maximum noise levels are predicted to be below 65 A-weighted decibels (dBA) at all receivers and as such maximum noise levels are unlikely to cause awakening reactions. These results are consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.
- noise levels from earthworks (without rock breaking) at the Millfield laydown area are predicted to impact one ‘other sensitive’ receiver (Millfield Cemetery). This result is consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Construction noise impacts from access track construction and intersection upgrades

The potential construction noise impacts from access track construction and intersection upgrades are summarised below:

- noise levels from construction works at access track and intersection upgrades are predicted to have impacts at 529 individual residential sensitive receivers, generally limited to receivers closest to the access track and intersection upgrade areas, with highly noise affected receivers located immediately adjacent to proposed work areas. It is understood that typically receivers impacted by access track upgrades would only experience high noise levels for one to two days as construction occurs in proximity to the receivers before moving to other parts of the project.

  This is 23 fewer individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- noise levels from access track and intersection works are predicted to impact 16 individual 'other sensitive' receivers.

  This is five additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

  There are three walking tracks where predicted noise levels are above the NML for active recreational areas for portions of the tracks. Impacts upon these sections of walking tracks is not considered to be significant given that users would move through the potentially impacted areas in a relatively short time period.

Construction noise impacts from construction activities within the HTP corridor and stringing sites

The potential construction noise impacts from construction activities within the HTP corridor and stringing sites are summarised below:

- noise levels from construction activities within the HTP corridor and stringing sites are predicted to have impacts at 92 individual residential sensitive receivers, generally limited to residential receivers closest to each site.

  This is one fewer individual receiver compared to the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- noise levels from the potential OOH use of stringing sites are predicted to have impacts during the night-time at up to 57 individual residential sensitive receivers.

  This is 19 additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- maximum noise levels from the potential OOH use of the stringing sites are predicted to exceed the sleep disturbance screening level at up to 10 individual residential receivers. Maximum predicted noise levels at any residence outside the project impact area are predicted to be less than 65 dBA and as per the advice in the RNP, OOH operation of the stringing sites across Wollombi Road, Cessnock Road, Putty Road, and the M1 Pacific Motorway are unlikely to cause sleep disturbances. For the Lemington Road OOH stringing sites one receiver is located within the project impact area and noise levels are predicted to be above 65 dBA at this receiver.

  This is five additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- noise levels from access track and intersection works are predicted to impact three individual 'other sensitive' receivers.

  This is two additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS .

There is one walking track where predicted noise levels are above the NML for active recreational areas for portions of the track. Impacts upon these sections of the track is not considered to be significant given that users would move through the potentially impacted areas in a relatively short time period.

Construction noise from aircraft

Helicopter L_{Amax} noise levels from arrival and departure at construction support sites is consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, with the exception of an additional impacted receiver located near the Freemans Drive helipad due to the slight change in layout within the construction support site for the amended project resulting in six potentially impacted noise sensitive receivers.

Consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, helicopter noise from flights outside of the project impact area are expected to be relatively short-term and would likely be apparent for less than a minute to a few minutes per event at any individual sensitive receiver depending on the flight path and relative location of the receiver.

As part of the amended project, the realignment of the HTP corridor as well as the assessment of additional passive recreational areas in state forests, an additional 16 individual noise sensitive receivers are predicted to experience L_{Amax} noise levels between 65 dBA and 80 dBA compared to the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Construction road traffic noise

The amended project contains differences in road traffic volumes across the study area due to the change in access tracks and project refinement to include an additional accommodation facility along with additional information relating to existing traffic volumes on traffic routes.

The construction road traffic noise impact assessment shows:

- on major roads such as the New England Highway, Golden Highway and Freemans Drive, construction traffic would not increase existing road traffic noise levels by more than 2 dB and is consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.
- construction traffic on Wollombi Road would likely result in a noticeable increase in noise levels (>2 dB) due to the relatively low existing traffic volumes on this road. However, compliance with the RNP criteria is predicted for all receivers.
- construction traffic would likely result in a noticeable increase in noise levels (>2 dB) on all local roads with the exception of the AGL Bayswater Power Station site access road and Lemington Road, due to low existing traffic volumes on these roads compared to the proposed construction traffic volume.
- A total of 77 residential receivers are potentially impacted by an increase in road traffic noise levels due to construction related vehicle movements.

  This is 34 additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Construction vibration impacts

Where vibration intensive equipment is required for work near sensitive receivers, there is the potential for vibration impacts on buildings and the occupants within.

The assessment of potential construction vibration impacts is summarised below:

- a total of eight individual receivers closest to construction areas would be within the minimum working distance for cosmetic damage, however two of these receivers would be within the project impact area. This is one fewer than reported in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.
- a total of 51 individual receivers would be between the minimum working distance for cosmetic damage and human comfort. This is seven fewer than reported in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS where there were 58 individually impacted receivers between the minimum working distance for cosmetic damage and human comfort.
- a total of 57 individual receivers closest to the construction areas will be impacted by vibration. This is eight fewer than reported in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS where there were 65 individually impacted receivers.
- no additional impacts on listed heritage items are expected from the amended project and would be consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.
- no vibration related impacts are predicted for the Newcastle – Sydney high pressure gas pipeline. This is consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.
- a total of 26 Aboriginal objects are within the adopted minimum 31 m safe working distance for Aboriginal heritage items. Of these, 14 are within the amended project impact area. Direct and indirect impacts to all identified Aboriginal objects and sites of high significance and their immediate environment (≥55 m) within the amended project impact area will be avoided.

Operational noise

Operational noise from transmission lines

12 residential receivers are predicted to experience noise levels from the transmission lines exceeding the most stringent night-time PNTL compared to 10 as predicted in *Technical Report 8 – Noise and Vibration Impact Assessment* prepared for the EIS due to the refinement of the HTP corridor.

The significance of the predicted noise impact is:

- considered to be ‘significant’ at three residential receivers.
- considered to be ‘moderate’ at six residential receivers.
- considered to be ‘negligible’ at three residential receivers.

Operational noise from switching stations

Consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, maximum noise levels from the operation of the Olney switching station are significantly below the relevant sleep disturbance criteria and are not predicted to cause sleep disturbances at any residential receiver.

Consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, operational noise from the Bayswater South switching station is predicted to be significantly below the relevant PNTLs at all receivers. In addition, maximum noise levels from the operation of the Bayswater south switching station are significantly below the relevant

sleep disturbance criteria and are not predicted to cause sleep disturbances at any residential receiver.

Operational noise impacts from Eraring substation

Consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, operational noise from the existing Eraring substation, including the augmentation and modification of the substation for the amended project, is predicted to be below the relevant PNTLs at all receivers.

Mitigation and management of impacts

Mitigation and management of impacts would be consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

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Acronyms and Abbreviations

Term	Definition/notes/acceptable use
Access tracks	Temporary and permanent tracks used to access the project. Refer to Appendix A (Updated project description) of the amendment report for further details.
Amended project	The amendments and refinements to the project as described in the EIS (inclusive of clarifications for the exhibited project). The amendments to the project include: • realignment of the transmission line at Mount Thorley • realignment of the transmission line at Gouldsville • localised easement widening for conductor swing • changes to substation infrastructure at Eraring • changes to access track locations • minor adjustments to the project impact area for intersection upgrades • adjustments to the proposed access routes for construction • reconfiguration of the construction support sites and worker accommodation facilities • changes to the location of laydown areas within State forests • reconfiguration of the Flick Road emergency helicopter landing area • removal of a stringing site in Olney State Forest • changes to construction plant and equipment types and locations of use Refinements to the project include: • minor changes at Bayswater substation • changes to the disturbance area at Olney
Amendment	Change(s) to the project description as included in the exhibited project. As a result, changes to what the proponent is seeking approval for are required, along with an amendment to the CSSI application for the project..
Bayswater Power Station	Existing power station at Bayswater owned by AGL.
Bayswater South switching station	New switching station that would be constructed south of Bayswater Power Station.
Clarification	Additional information developed as a result of ongoing design and construction methodology development, submissions received during exhibition of the EIS, minor errors identified in the EIS, or further assessment that has been undertaken since exhibition of the EIS. Clarifications for the project include: • assessment of impacts from use of Pokolbin Mountains Road • assessment of potential contamination impacts at Eraring Power Station • description of intersection upgrades in the EIS.

Term	Definition/notes/acceptable use
Construction	Works to be carried out following pre-construction minor works and early works for the transmission line and substations/switching stations. Construction staging plans for transmission line construction and substation/switching station construction would be prepared by the relevant construction contractors, which will detail how the construction activities will progress.
Construction impact area	The area that would be directly impacted by the construction of the project, including (but not limited to) transmission towers and lines, stringing sites, access roads, access tracks, substations, switching stations, adjustments and upgrades to existing lines, communications infrastructure, temporary worker accommodation, construction support sites, laydown areas and utility adjustments.
Construction access routes	Roads used by construction vehicles (light and heavy).
Construction support site	An area used as the base for construction activities, usually for the storage of plant/equipment and materials, processing facilities (concrete batching, aggregate crushing, grinding and screening), maintenance facilities/workshops, staff facilities, firefighting equipment, helicopter landing pad and support facilities, access and parking, and wastewater treatment. Some construction support sites would also include temporary worker accommodation. Construction support sites are discussed in section A3.5 of Appendix A (Updated project description) of the amendment report.
Critical State significant infrastructure (CSSI) application area	The critical State significant infrastructure (CSSI) application for the HTP covers 5 local government areas (Muswellbrook, Singleton, Cessnock, Central Coast and Lake Macquarie).
Cumulative impact	The combined impacts of the project on a matter with other relevant future projects.
DPHI	(NSW) Department of Planning, Housing and Infrastructure (previously DPI, DPIE and DPE)
Early works	Early works would include activities to be carried out following the approval of relevant management plans for the project, such as vegetation clearing in the transmission corridor, at construction support sites and for access tracks and road upgrade works, site establishment works and erection of temporary facilities at construction support sites including temporary worker accommodation, and the delivery of oversize equipment to work sites.
EnergyCo	The Energy Corporation of New South Wales constituted by section 7 of the NSW *Energy and Utilities Administration Act 1987* as the NSW Government-controlled statutory authority appointed as the infrastructure planner under the NSW *Electricity Infrastructure Investment Act 2020* responsible for the delivery of NSW's REZs. The proponent for the HTP.
Eraring Power Station	Existing power station at Eraring operated by Origin Energy.

Term	Definition/notes/acceptable use
Exclusion zone	A safe clearance area around the transmission line and towers to protect public safety, the network and to maintain access to the asset. It delineates the area where most land use activities are prohibited. The zone is located within the easement and is defined according to the operational voltage and design of the infrastructure.
Exhibited project	The project as described in the publicly exhibited EIS.
Hunter Transmission Project (HTP) or project	The HTP as described in *Appendix A (Updated project description)* of the amendment report and identified in the overview figures of the amendment report.
HTP corridor	Comprises: • the transmission line corridor connecting Bayswater South switching station to Olney switching station • the transmission line corridor connecting the Bayswater South switching station to the existing 500 kV transmission line near Bayswater Power Station • the transmission line corridor connecting the Olney switching station to the existing 500 kV transmission line between Eraring and Kemps Creek. • The HTP corridor is around 140 metres wide.
HTP North, HTP Central and HTP South	Three geographical zones defined as: • HTP North – Bayswater to Broke includes the Bayswater Power Station, major coal mining complexes in the Upper Hunter Valley, Mount Thorley Industrial Estate, Singleton Military Area, and several rural properties generally on the alluvial floodplains of the Hunter River • HTP Central – Pokolbin to Corrabare includes the Pokolbin and Corrabare State forests and the rural residential areas between these forests at Cedar Creek, Millfield and Laguna • HTP South – Olney to Eraring includes the Watagan and Olney State forests, Watagans National Park, the residential areas in Martinsville and Cooranbong, and Eraring Power Station.
Landowner(s)	In relevant cases, refer to the landowner(s) before local communities and other stakeholders (e.g. feedback from landowners and local communities).
Laydown areas	Established to allow for flexibility in construction and to minimise the need for vehicle movements to and from the construction support sites. These would act as temporary staging, storage, and complex plant/equipment setup areas. They would also act as traffic control nodes during construction of the HTP.
m	metre
No clearing zone	Areas within the transmission line easement where vegetation removal is not required. These areas would occur where there is sufficient separation of 10m or more between the maximum operating temperature conductor position and the existing vegetation. This area is excluded from the disturbance area.
Noise catchment area (NCA)	Groups of receivers that have a similar noise environment.

Term	Definition/notes/acceptable use
Olney switching station	The new switching station that would be constructed in Olney State Forest.
Operation impact area	A subset of construction impact area. The area that would be occupied by permanent components of the project and/or maintained, including transmission line easements, transmission lines and towers, substations, switching stations, communications infrastructure, maintenance facilities, permanent access roads to substations and switching stations and access tracks to easement.
Pre construction minor works	Activities with a low potential to impact the environment that may be permissible in advance of construction and without the requirement for an approved construction environmental management plan (CEMP).
Project impact area	The area that has been assumed for the purpose of the amendment report to be directly affected by the construction and operation of the project. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.
(the) proponent	The Energy Corporation of NSW (EnergyCo).
Receiver	A noise or vibration sensitive receiver within the study area.
Refinement	A change that fits within the limits set by the project description of the exhibited project and does not change what the proponent is seeking approval for and/or does not require an amendment to the CSSI application for the project.
Renewable Energy Zone (REZ)	A geographic area identified and declared by the NSW Government as a Renewable Energy Zone.
Stringing site	Used for the preparation, assembly and operation of stringing equipment to connect the transmission line to the towers. Stringing sites would be positioned along the HTP corridor. On other transmission projects, they may be referred to as ‘brake and winch’ sites.
Study area	Defined by the outer envelope of the NCAs and forms a buffer around the project impact area.
Substation	A facility used to increase or decrease voltages between incoming and outgoing lines (e.g. 330 kV to 500 kV).
Switching station	A facility used to connect 2 or more distinct transmission lines of the same designated voltage.
Temporary worker accommodation	Temporary accommodation that would be erected and used during construction to house the construction workforce. Worker accommodation would be located at some construction support sites.
Transgrid	Preferred network operator for the HTP.
Transmission line easement	An area surrounding and including the transmission lines which is a legal proprietary right and allows for ongoing access and maintenance of the transmission lines. Landowners can typically continue to use most of the land within transmission line easements, subject to some restrictions for safety and operational reasons.
Transmission tower	For 500kV transmission lines, this is typically a free-standing steel lattice structure (suspension or tension tower). Transmission towers for the HTP would generally be up to 85 m high.

1.0 Introduction

1.1 Background

The Hunter Transmission Project (HTP, the project) involves the construction of a new overhead 500 kilovolt (kV) transmission line of around 110 kilometres connecting the existing 500 kV transmission line at Bayswater to the existing 500 kV transmission line in the Olney State Forest near Eraring in the Hunter region of New South Wales (NSW).

Due to its strategic importance, the NSW Minister for Planning and Public Spaces has declared the project to be critical State significant infrastructure (CSSI) under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).

An EIS was prepared in accordance with the requirements of Part 5, Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). The EIS was placed on public exhibition by the NSW Department of Planning, Housing and Infrastructure (DPHI) for a period of 28 days, between 27 August 2025 and 24 September 2025.

EnergyCo has proposed amendments and refinements to the exhibited project. The amendments and refinements respond to stakeholder and contractor feedback on the project, as well as provide functional improvements to the design and construction methodology of the project. The proposed amendments and refinements take into account submissions received during the public exhibition of the EIS and ongoing design and construction methodology development since the EIS was exhibited. These amendments and refinements have been described and considered in relevant impact assessments.

1.2 The Project (as exhibited)

The key elements of the project, as exhibited in the EIS, include:

- a new overhead 500 kV double circuit transmission line of around 110 kilometres
- two new switching stations (Bayswater South and Olney)
- upgrades to the existing Bayswater and Eraring substations
- adjustments and upgrades to existing transmission lines
- property adjustment works to facilitate access to the transmission lines and switching stations
- utility adjustments required for the construction of the transmission network infrastructure
- ancillary works to support construction including road upgrades, establishment of new access tracks and upgrades to existing access tracks, construction support sites (some with temporary worker accommodation), and other construction facilities such as laydown areas.

The HTP corridor runs mostly through power station, mining and government land between Bayswater and Broke. It then traverses the Pokolbin, Corrabare, Watagan and Olney State forests where it joins the existing 500 kV transmission line running between Eraring and Kemps Creek in western Sydney.

1.3 The Project (as amended)

The proposed amendments and refinements to the exhibited project are collectively referred to in this addendum noise and vibration impact assessment as the ‘amended project’.

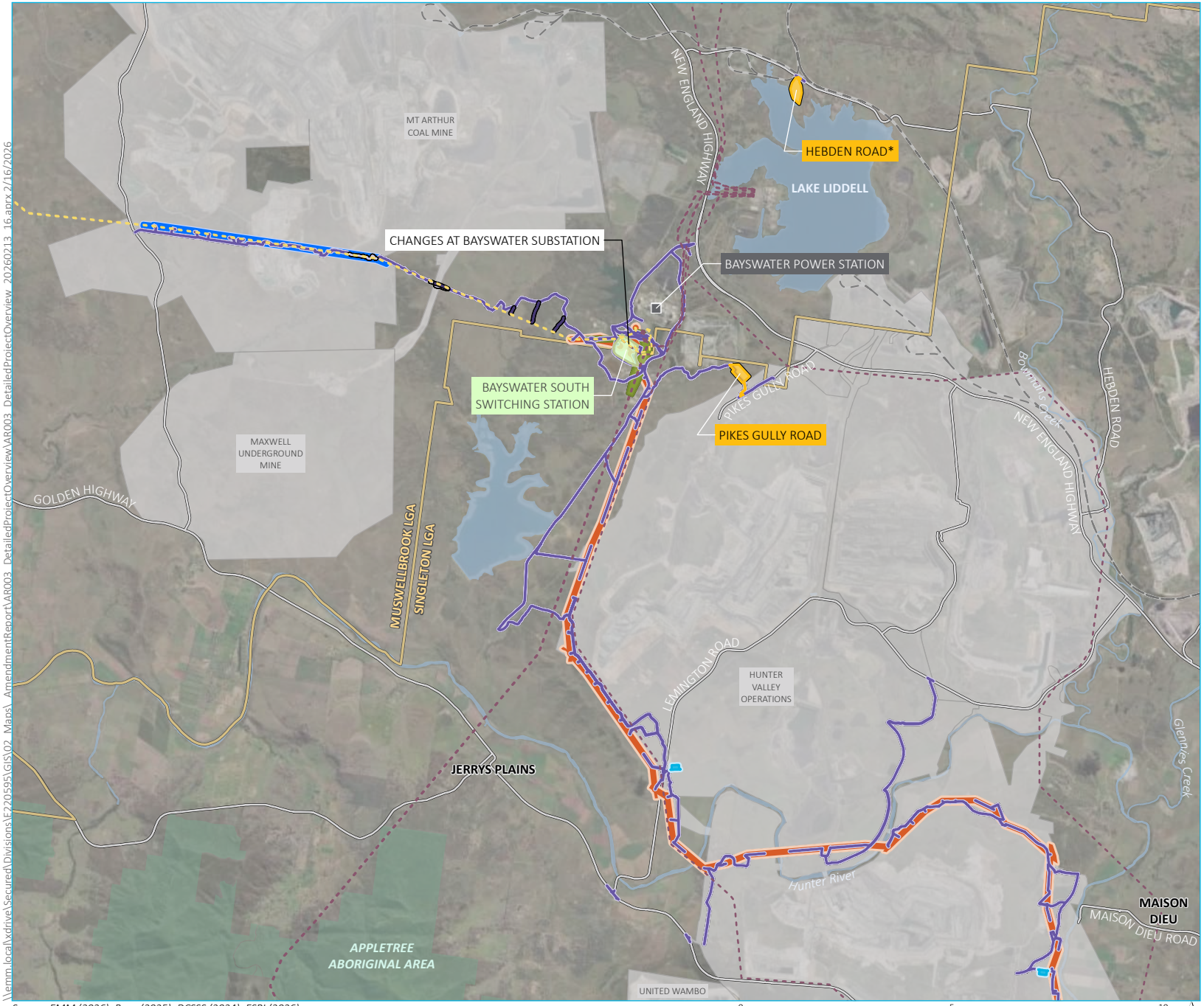
The key proposed amendments include:

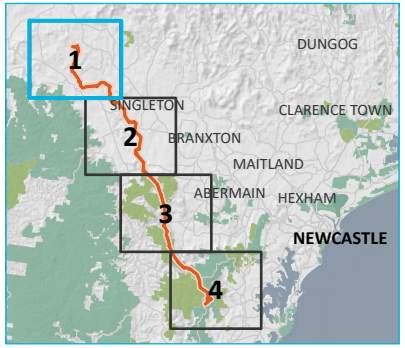
- realignment of the transmission line at Mount Thorley
- realignment of the transmission line at Gouldsville
- localised easement widening for conductor swing
- changes at Eraring substation
- changes to access tracks
- minor adjustments to the project impact area for intersection upgrades
- adjustments to the proposed access routes for construction
- reconfiguration of construction support sites and temporary worker accommodation facilities
- changes to laydown areas within State forests
- reconfiguration of the Flick Road emergency helicopter landing area
- removal of stringing site in Olney State Forest
- changes to construction plant and equipment types and locations.

The key refinements include:

- minor changes at Bayswater substation
- changes to the disturbance area at Olney.

These amendments are further outlined in **Figure 1-1**, and descriptions of the amendments are included in *Chapter 2 (Description of amendments)*.





KEY

- Exhibited project impact area

Amended project impact area

- HTP corridor
- Bayswater South switching station
- Construction support site (*with temporary worker accommodation)
- Laydown area
- Adjustment to existing transmission line (lines 31 and 32)
- Upgrades to existing transmission line (lines 5A3 and 5A4)
- Access tracks, road upgrades and intersection upgrades
- New access track
- Access tracks no longer required

Existing environment

- Power station
- 330 kV transmission line
- 500 kV transmission line
- Railway
- Major road
- Named watercourse
- Named waterbody
- NPWS reserve
- Energy
- Local government area

Detailed amended project overview
Map 1 of 4

Hunter Transmission Project
Figure 1.1

Source: EMM (2026); Beca (2025); DCSSS (2024); ESRI (2026)

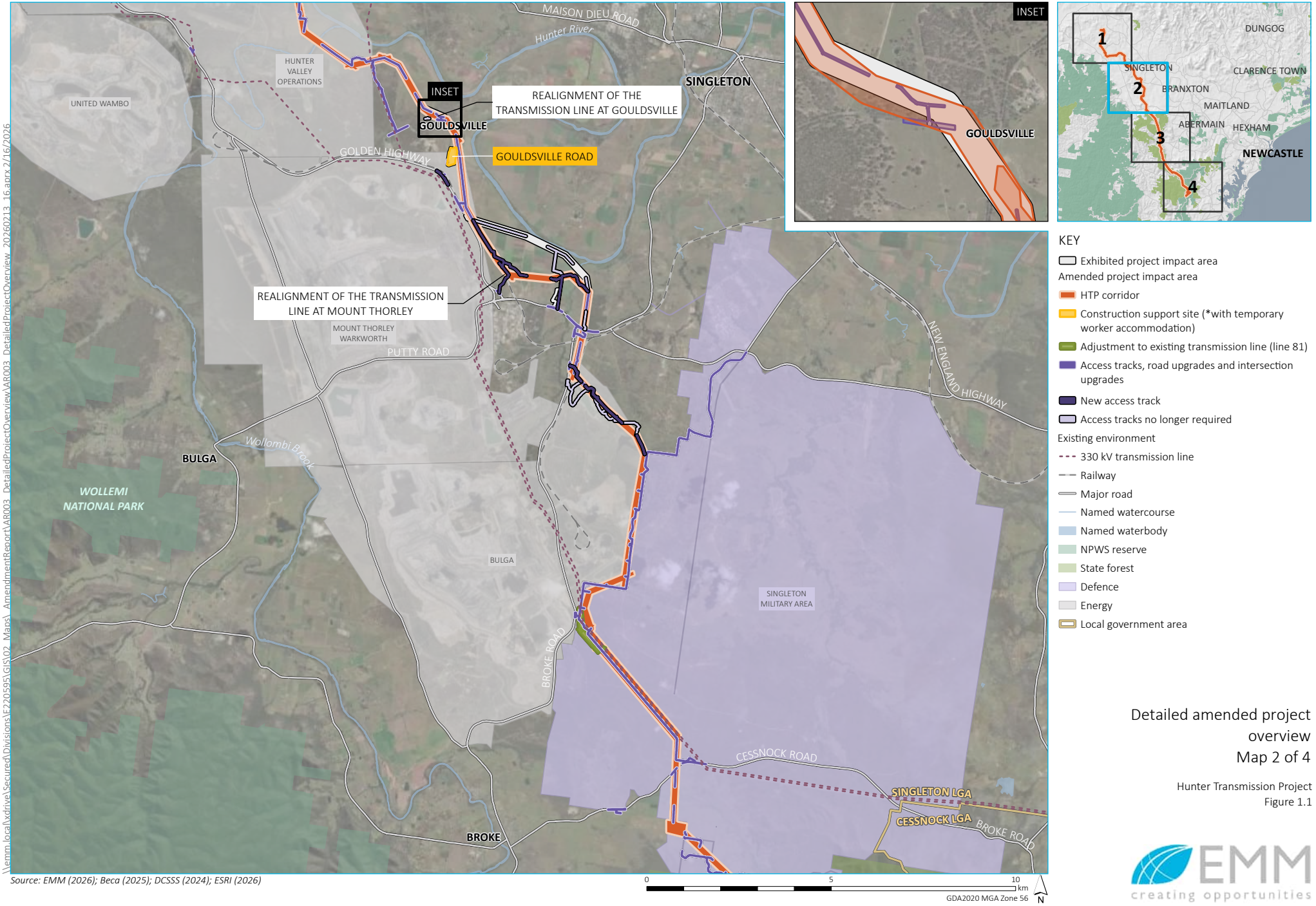
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GDA2020 MGA Zone 56

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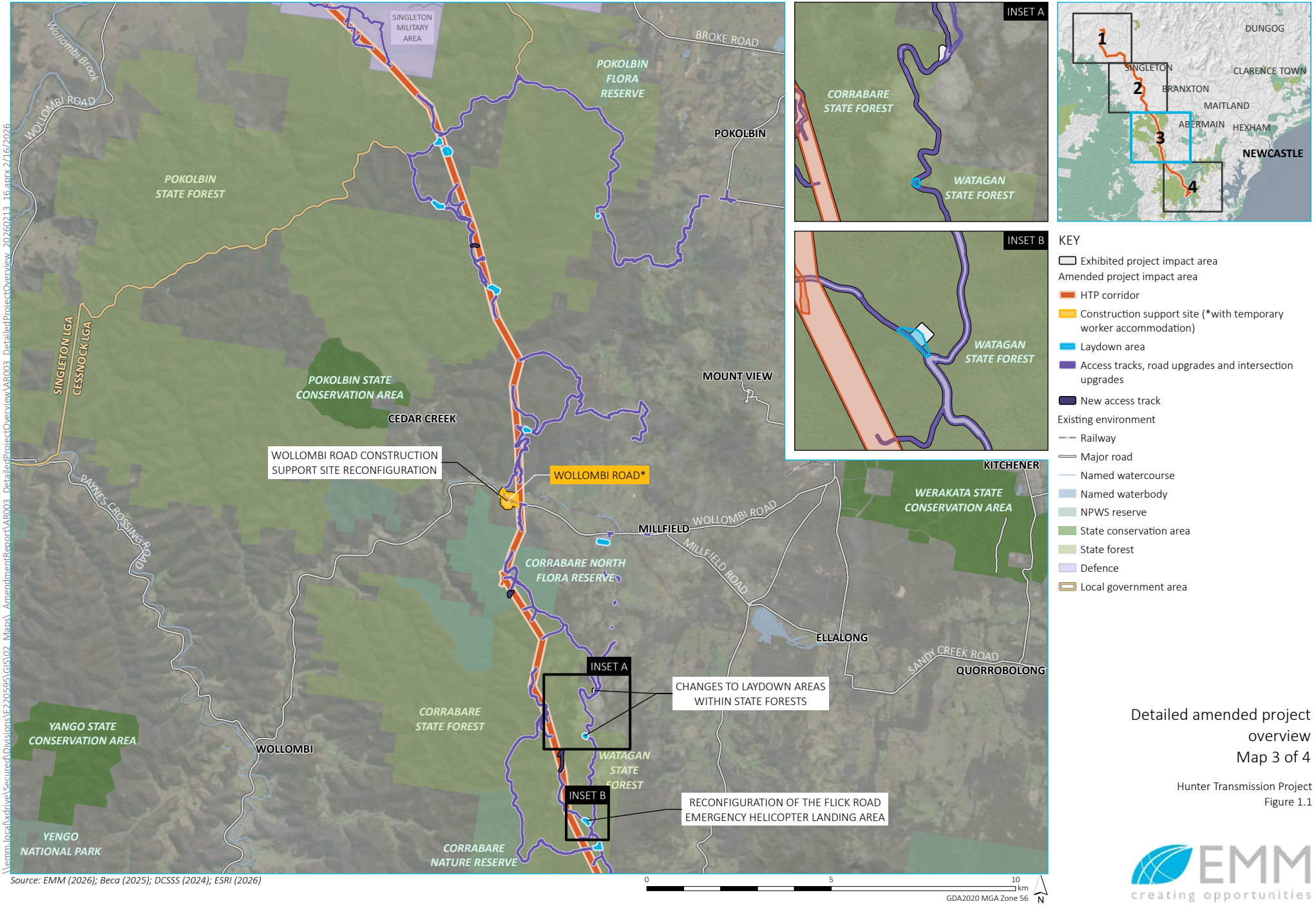
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Source: EMM (2026); Beca (2025); DCSSS (2024); ESRI (2026)

Detailed amended project overview
Map 2 of 4

Hunter Transmission Project
Figure 1.1

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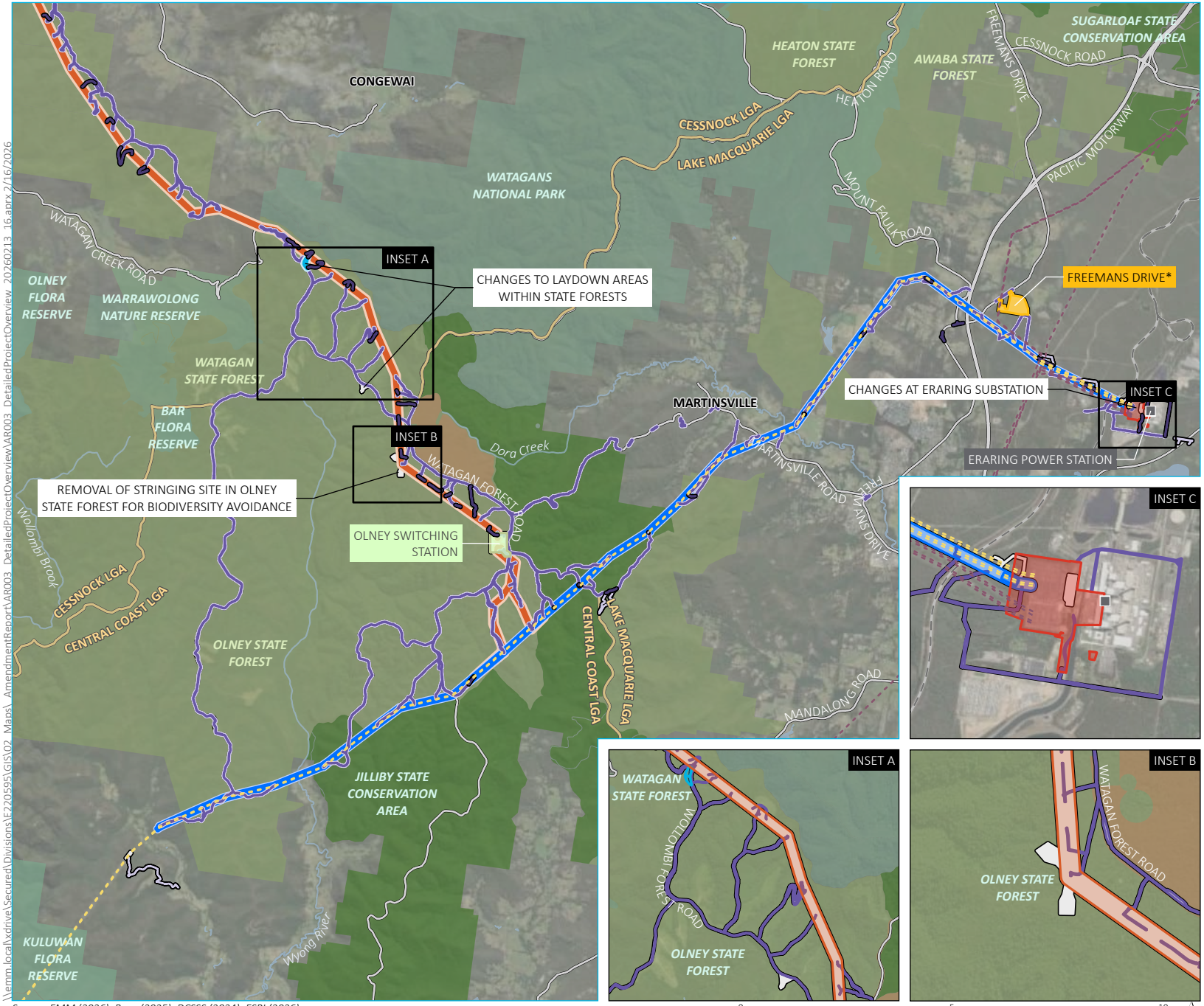
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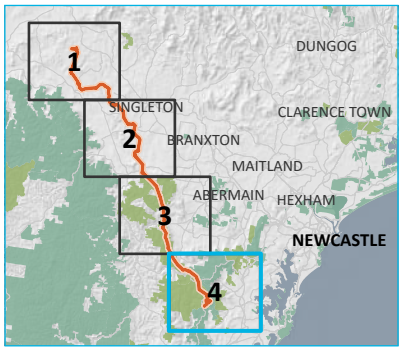
Source: EMM (2026); Beca (2025); DCSSS (2024); ESRI (2026)

Detailed amended project overview
Map 3 of 4

Hunter Transmission Project
Figure 1.1

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KEY

- Exhibited project impact area

Amended project impact area

- HTP corridor
- Olney switching station
- Construction support site (*with temporary worker accommodation)
- Laydown area
- Eraring Substation upgrade
- Upgrades to existing transmission line (lines 5A1 and 5A2)
- Access tracks, road upgrades and intersection upgrades
- New access track
- Access tracks no longer required

Existing environment

- Power station
- 330 kV transmission line
- 500 kV transmission line
- Railway
- Major road
- Named watercourse
- Named waterbody
- NPWS reserve
- State conservation area
- State forest
- Recreation area
- Local government area

Detailed amended project overview
Map 4 of 4

Hunter Transmission Project
Figure 1.1

Source: EMM (2026); Beca (2025); DCSSS (2024); ESRI (2026)

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1.4 Purpose and structure of this report

The purpose of this report is to support the *Hunter Transmission Project Amendment Report* through assessment of the potential noise and vibration impacts of the amended project. This report considers whether the proposed amendments and refinements would result in any changes to the predicted noise and vibration impacts described in the EIS for the exhibited project, and whether any changes to mitigation measures are required.

This noise and vibration impact assessment addendum is to be read in conjunction with the EIS for the exhibited project and *Technical Report 8 - Noise and vibration impact assessment.*

The structure and content of this addendum noise and vibration impact assessment is as follows:

- Chapter 1 – Introduction: provides an introduction to this addendum noise and vibration impact assessment
- Chapter 2 – Description of amendments and refinements: includes an overview of the proposed amendments and refinements compared to the description of project features as part of the exhibited project
- Chapter 3 – Methodology: outlines the methodology used for the preparation of this addendum noise and vibration impact assessment
- Chapter 4 – Existing environment: describes the existing environmental context for the amended project, including any changes compared to the existing environment described as part of the exhibited project
- Chapter 5 – Assessment of impacts: includes an assessment of the potential construction and operational noise and vibration impacts of the amended project compared to the impacts described as part of the exhibited project, and describes where the impacts of the proposed amendments and refinements would be consistent with those described as part of the exhibited project
- Chapter 6 – Management: includes the proposed environmental management framework and mitigation measures for the noise and vibration impacts of the amended project, including any changes to the mitigation measures presented as part of the exhibited project
- Chapter 7 – Conclusion: provides a summary of the potential impacts and proposed mitigation measures described in this addendum noise and vibration impact assessment
- Chapter 8 – References: identifies the key reports and documents used to generate this addendum noise and vibration impact assessment.

2.0 Description of amendments and refinements

This section provides a description of the proposed amendments and refinements compared to the exhibited project. These amendments and refinements have been made in response to stakeholder and contractor feedback, as well as feedback received from community submissions on the exhibited project. The design and construction methodology for the project would continue to be refined and confirmed during detailed design. An updated description of the project incorporating the proposed amendments and refinements is included in *Appendix A (Updated project description)* of the amendment report.

The amendments and refinements to the exhibited project (inclusive of the additional information and clarifications for the exhibited project) are collectively referred to in this report as the ‘amended project’.

Descriptions of the proposed amendments and refinements as part of the amended project are included in **Table 2-1**.

Table 2-1 Description of proposed amendments and refinements compared to the exhibited project

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
Amendments			
Changes to 500 kV transmission line infrastructure	Realignment of the transmission line at Mount Thorley	The transmission line alignment between Bulga and Mount Thorley was designed to utilise mining-owned land wherever feasible and avoid the designated conservation offset area associated with the Bulga mining complex. To address safety concerns related to major hazardous facilities, the transmission line alignment has been developed to establish a safe minimum distance from facilities (Enaex and Dyno Nobel) in Mount Thorley Industrial Estate. Further refinements within Mount Thorley-Warkworth mining complex land, adjacent to the Golden Highway, shifted the transmission line alignment away from the Hunter River, further west. This adjustment allowed tower foundations to be sited in areas with reduced peak flood depths and velocities, improving resilience during flood events.	Around four kilometres of the new 500 kV double circuit transmission line at Mount Thorley would be realigned, moving it up to around 900 metres further south and away from the Hunter River. This proposed realignment of the transmission line at Mount Thorley as part of the amended project has been developed with input from the directly impacted landowners and stakeholders and would involve the transmission line continuing south adjacent to the Whittingham to Mount Thorley rail line before deviating in an eastward direction to join the exhibited HTP corridor north of the Putty Road / Broke Road intersection.
	Realignment of the transmission line at Gouldsville	The transmission line alignment in Gouldsville was designed to avoid impacts on high-quality threatened ecological communities through co-location with existing electrical infrastructure easements and access tracks.	Around one kilometre of the new 500 kV double circuit transmission line at Gouldsville would be realigned, moving it slightly south towards Long Point Road West and Gouldsville Road. This proposed realignment of the transmission line at Gouldsville as part of the amended project has been developed to further minimise impacts to threatened ecological communities, including the Central Hunter Grey Box – Ironbark Woodland threatened ecological community, listed as endangered under the NSW Biodiversity Conservation Act 2016.
	Localised easement widening for conductor swing	Section 4.5.1 of the EIS outlines that the operation of the transmission line would occur in a permanent 70-metre-wide easement.	Further development of the project design has identified localised areas of the transmission line easement where the span of conductors between transmission towers would ‘swing’ during periods of high wind, to a point where

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
			there is the potential that during these situations the conductors would extend outside of the 70-metre-wide operational easement. In consultation with Transgrid (as the preferred network operator for the project), the exhibited 70-metre-wide transmission line easement would be widened to be between 80 metres and around 140 metres wide in certain locations so that the transmission line assets stay wholly within the operational easement for the project.
Changes to substation infrastructure	Changes at Eraring substation	Section 4.2.3 in the EIS provides a general overview of the proposed upgrades at Eraring substation, which include: • expansion of the substation to accommodate the installation of new transformers • relocating generator connections from Eraring Power Station and installation/replacement of associated switchgear as required • relocation of the existing transformer spare unit • installation of new 500 kV/330 kV transformer units, augmentation of 500 kV/330 kV bays and associated switchgear and connections • adjustments to existing utilities and drainage infrastructure to accommodate the proposed substation expansion.	At Eraring substation, the amended project proposes to include: • a larger footprint for constructability, including for parking and the adjustment of utilities • substation generator connections on the existing hardstand area • modification works on the existing bench • new poles and adjustment of the existing generator connections into Eraring Power Station • localised undergrounding of the optical ground wire route by trenching between existing transmission towers.
Changes to intersections, access roads and access tracks	Changes to access tracks	Access requirements for construction and operation of the project were described in *section 4.3.5* of the EIS. Based on the concept design and early construction planning, potential access routes, including access roads and access tracks, were identified and are listed in Table 4-7 and shown in Figure 4-10 of the EIS.	The amended project includes changes to access tracks proposed for use during construction and operation of the project, which have been identified through ongoing development of the project design and feedback received through consultation with landowners, stakeholders and government agencies. Construction of additional/changed sections of access tracks would be consistent with the construction methodology outlined in section 4.3.5 of the EIS.

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
			Changes to access tracks would be: • within State forests to provide a more suitable route for construction vehicles, improve access to the HTP corridor for clearing, and avoid the need to cross riparian zones • within Olney State Forest to minimise impacts to a number of threatened amphibian species and their habitat • on land that forms part of the Bulga mining complex to avoid a clean water diversion, keep access for the project separate from access to the mining complex, and avoid direct impacts to existing biodiversity offset areas • for the upgrades to existing transmission lines and towers to ensure access tracks are fit for purpose and to reduce impacts to landowners • off Putty Road to access the proposed realignment of the transmission line at Mount Thorley.
	Minor adjustments to the project impact area for intersection upgrades	Section 4.3.5 of the EIS noted that the project would rely on the use of existing public roads during construction and operation of the project. In several locations along the construction routes, upgrade works would be required, including at several intersections (which were listed in Table 4-10 of the EIS), to cater safely for the proposed construction traffic volumes and delivery of oversized equipment or construction material and ensure public road safety.	The assessment of the amended project as part of the revised traffic and transport impact assessment identified the need for an additional intersection upgrade at Jerrys Plains Road southbound off ramp / existing access track at Mount Thorley, as a result of the changes to access tracks associated with the change to transmission line alignment at Mount Thorley. In addition, revised turn warrant assessments were completed for the intersections required to be used for the construction of the project, which identified the need for different intersection treatments than what was included in the EIS for five intersections. This includes:

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
			• Freemans Drive / Martinsville Road (intersection ID I-23) – additional land acquisition to accommodate turning vehicle movements • Putty Road / existing access track (intersection ID I-31) – an eastbound merge lane along Putty Road • Cessnock Road / new access track (intersection ID I-37) – widening on Cessnock Road for acceleration and deceleration lanes • Golden Highway / Gouldsville Road (intersection ID I-07), to incorporate a channelised right hand turn The need for different intersection treatments has resulted in minor adjustments to the project impact area.
	Adjustments to the proposed access routes for construction	Table 4-7 of the EIS provided a summary of the proposed access routes to be used for construction of the project. This list was based on the concept design for the project and early construction planning.	Adjustments to the proposed access routes to be used for construction have been made following a review of the proposed construction methodology for the project. This included the addition of some construction routes now required and the removal of some construction routes no longer required. The complete list of proposed access routes for construction is provided in Table A-7 of the updated project description (refer to Appendix A (Updated project description) of the amendment report.
Changes to construction methods and facilities	Reconfiguration of construction support sites and temporary worker accommodation	Section 4.3.6 and section 4.3.7 of the EIS describes the construction support sites and temporary worker accommodation that would be established to suppoer the construction of the HTP. The EIS assumed a peak construction workforce of 830 workers, with allowance for 780 workers to be housed in temporary worker accommodation at the Hebden Road, Gouldsville Road, and Freemans Drive construction support sites.	Further consideration of the construction methodology for the project along with feedback received during exhibition of the EIS has identified the need to: • remove provisions for temporary worker accommodation facilities at the Gouldsville Road construction support site • reconfigure the Wollombi Road construction support site to include temporary worker accommodation with capacity to house up to 300 workers.

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
			Consistent with other temporary worker accommodation facilities for the project, the temporary worker accommodation at Wollombi Road would be operational 24 hours per day 7 days per week. The amended project would therefore include a change in construction activities proposed to be carried out at both the Gouldsville Road construction support site and the Wollombi Road construction support site. At Gouldsville Road, this would include a decrease in light vehicle movements in and out of the construction support site and reduced operating hours. At the Wollombi Road construction support site, this would include an increase in light vehicle movements in and out of the construction support site and extended operating hours at the construction support site, resulting in potential changes to amenity impacts. This amendment would not change the assumed peak construction workforce.

	Changes to laydown areas within State forests	Figure 4-2 of the EIS shows the locations of laydown areas located outside the HTP corridor. Laydown areas identified in the EIS as being located within the State forests include:
		• Broken Back Road in Cedar Creek
		• Campbell Spring Trail in Cedar Creek
		• Trig Road/Mf1 Road in Corrabare
		• Trig Road/Crumps Road in Corrabare
		• Wollombi Forest Road in Ravensdale.
			Feedback received from the Forestry Corporation of NSW during continued development of the project design identified an alternative arrangement of laydown areas for construction within the State forests. As a result, the amended project includes:
			• removal of the laydown areas included in the EIS near:
			  ○ the intersection of Trig Road / Mf1 Road / North Road in Corrabare State Forest
			  ○ Wollombi Forest Road (south of Halls Road) in the State Forest of the Watagan Mountains
			• inclusion of two new laydown areas within the State forests, located near:

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
			○ the Trig Road / Flick Road intersection in the Corrabare State Forest ○ the Watagan Creek Road / Burma Road intersection in the State Forest of the Watagan Mountains. These new laydown areas would perform the same functions as laydown areas described in the EIS. However, they would result in changes to the project impact area and disturbance area compared to the EIS. Laydown areas would remain as included in the exhibited EIS at: • Broken Back Road in Cedar Creek • Campbell Spring Trail in Cedar Creek • Wollombi Forest Road in Ravensdale.
	Reconfiguration of the Flick Road emergency helicopter landing area in response to feedback received from Forestry Corporation of NSW	The construction methodology described in the exhibited EIS noted the project would include the provision of emergency helipads at laydown areas on Wollombi Forest Road and Flick Road for helicopters to land in the event of an emergency.	Continued construction planning and consultation with Forestry Corporation of NSW identified that the arrangement of the emergency helicopter landing site along Flick Road would need to be reconfigured so that its design complements the natural site topography and terrain. As such, the amended project would include the reconfiguration of the emergency helicopter landing site at Flick Road. The amended Flick Road emergency helicopter landing site would result in a change in the disturbance area and project impact area.
	Removal of stringing site in Olney State Forest to minimise impacts to threatened amphibian species	Section 4.3.2 of the EIS outlines the work that would be carried out within the HTP corridor, which includes stringing sites. It is noted that stringing sites would be used for the preparation, assembly and operation of stringing equipment to connect the transmission line to the towers. Stringing sites would be positioned along the HTP corridor at various locations, including in the Olney State Forest north of the Olney switching station.	In response to consultation carried out with species experts and regulators for the biodiversity assessment of the project, refinements to the project to reduce the extent of vegetation clearing have been made within the exhibited HTP corridor in the Olney State Forest to the north of the proposed Olney switching station. These changes have been made to minimise impacts to threatened species, particularly frog species such as the

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
			Littlejohn's Tree Frog, within the Olney State Forest. As a result of these changes, the proposed stringing site to the north of the Olney switching station has been removed to minimise disturbance in this location. Alternative construction methodologies would be implemented to connect the transmission line to the towers at this location.
	Changes to construction plant and equipment types and locations	Section 4.4.2 of the EIS outlines the plant and equipment required as part of construction for the project.	It is proposed to amend the list of plant and equipment required during construction of the project to also include the following: • diesel generators located at construction support sites and laydown areas • crushing and screening plant located at construction support sites and at laydown areas within State forests • washdown facilities located at construction support sites • wastewater treatment plants at construction support sites. These additional plant and equipment have been added to the proposed list to be used during construction in response to feedback from potential construction contractors.
Refinements			
Changes to substation infrastructure	Minor changes at Bayswater substation	Section 4.2.3 of the EIS includes a general overview of the proposed upgrades to the Bayswater substation as part of the project, including: • works within the substation to trench and connect communications infrastructure to Bayswater South switching station via underground fibre cable • modifications and upgrades to protection, control, automation and communication equipment.	Based on continued development of the project design, it has been identified that the project is required to include an underground fibre optic communication connection between the Bayswater substation and the Bayswater South switching station. As part of the amended project, this underground fibre optic connection would be located in a trench within the exhibited HTP corridor. The trench would require excavation of about 200 metres in length

Project feature	Amendment / refinement	Summary of exhibited project	Summary of amendment/refinement
		Section 4.2.3 of the EIS also includes a general overview of the proposed construction of Bayswater South switching station. Space would be provided at Bayswater South switching station to allow for additional switching station infrastructure, such as additional line shunt reactors and switching station bays, and connections for additional transmission lines in the future.	and would be around 0.6 metres wide and one metre deep. Changes would also include the fitout of two additional switching bays at Bayswater South switching station. This would occur within the exhibited footprint of the Bayswater South switching station.
Changes to construction methods and facilities	Changes to the disturbance area at Olney	As described in section 7.3 of the EIS, the assessment of biodiversity impacts includes a disturbance area within the project impact area to provide a more accurate estimation of the likely magnitude of vegetation clearance required, and any associated biodiversity impacts. The disturbance area takes a more precise approach than the project impact area and represents areas of direct impacts such as full clearing at transmission towers and partial clearing within the transmission line easement. This approach was adopted to avoid a substantial overestimation of the likely biodiversity impacts and the associated quantity of biodiversity offsets required.	In response to consultation carried out with species experts and regulators for the biodiversity assessment of the project, refinements to the project to reduce to the extent of vegetation clearing have been made within the exhibited HTP corridor in the Olney State Forest to the north of the proposed Olney switching station. These changes have been made to minimise impacts to threatened species and their habitat, particularly a number of amphibian species within the Olney State Forest, including the Littlejohn's Tree Frog. These refinements within Olney State Forest have included adjustments to the disturbance area used to assess the potential impacts to biodiversity. While changes have been made to the disturbance area at this location, the HTP corridor would remain the same within the Olney State Forest as the EIS, and the same approach to vegetation management in the disturbance area as the EIS would apply.

3.0 Methodology

This section describes the methodology used to assess the proposed amendments as part of the assessment of noise and vibration impacts. This section also notes where the methodology used to assess these impacts is consistent with the methodology used as part of the exhibited project.

3.1 Assessment screening

Table 3-1 includes a screening assessment of the proposed amendments and refinements for the project. The relevance of each amendment/refinement to noise and vibration is outlined to determine the level of assessment required in this addendum noise and vibration impact assessment.

Table 3-1 Screening assessment – noise and vibration

Amendment/refinement	Relevance to Noise and Vibration	Level of assessment required
Amendments		
Realignment of the transmission line at Mount Thorley	Change in noise and vibration impacts at receivers due to realignment	Updated assessment of construction and transmission line operational noise and vibration
Realignment of the transmission line at Gouldsville	Change in noise and vibration impacts at receivers due to realignment	Updated assessment of construction and transmission line operational noise and vibration
Localised easement widening for conductor swing	Change in noise levels at receivers due to conductors swinging closer to receivers.	Updated assessment of transmission line operational noise
Changes at Eraring substation	Change in noise and vibration impacts at receivers due to additional construction works.	Updated assessment of construction noise and vibration
Changes to access tracks	Change in noise and vibration impacts at receivers due to changes in construction and of access tracks	Updated assessment of construction noise and vibration impacts based on the construction and use of the changed access tracks
Minor adjustments to the project impact area for intersection upgrades	Change in noise and vibration impacts at receivers due to changes in project impact areas	Updated assessment of construction noise and vibration
Adjustments to the proposed access routes for construction	Change in noise impacts from construction related traffic on adjusted construction routes	Updated assessment of road traffic noise impacts
Reconfiguration of the Wollombi Road construction support site	Change in noise and vibration impacts at receivers due to additional temporary worker accommodation facility at this construction support site.	Updated assessment of construction noise and vibration for the reconfigured support site as well as 24/7 operation of the temporary worker accommodation facility.

Amendment/refinement	Relevance to Noise and Vibration	Level of assessment required
Changes to laydown areas within State Forests	Change in noise and vibration impacts at receivers due to the removal and addition of laydown areas within the State Forests as well as changed operation to include a crushing and screening plant.	Updated assessment of construction noise and vibration impacts from the changed laydown areas.
Reconfiguration of the Flick Road emergency helicopter landing area in response to feedback received from Forestry Corporation of NSW	Change in noise and vibration impacts at receivers due to the reconfiguration of the landing area.	Updated assessment of construction noise and vibration impacts from the changed landing area. Given that the site would only be used for emergency purposes the use of aircraft at this site has not been considered as any impact would only be temporary in an emergency. As such assessment of aircraft use at this location is not warranted.
Removal of stringing site in Olney State Forest to minimise impacts to threatened amphibian species	Change in noise and vibration impacts at receivers due to the removal of the stringing site.	Updated assessment of construction noise and vibration impacts.
Changes to construction plant and equipment types and locations	Change in noise and vibration impacts at receivers due to additional plant and equipment required at construction support sites and laydown areas.	Updated assessment of construction noise and vibration impacts based on updated construction plant and equipment.
Refinements		
Minor changes at Bayswater substation	Change in noise and vibration impacts at receivers due to additional construction works and additional operational equipment.	Updated assessment of construction and operational noise and vibration
Changes to the disturbance area at Olney	Change in noise and vibration impacts at receivers due to changes in project impact areas	Updated assessment of construction noise and vibration

The amendments and refinements noted in **Table 3-1** as requiring a detailed level of assessment have been carried forward into this addendum noise and vibration impact assessment. Other amendments and refinements have been assumed to not result in noise and vibration impacts and have therefore not been assessed in this report.

3.2 Legislation, policies, plans and guidelines

There have been no changes to the legislative and policy context presented in Chapter 3.1 of *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

3.3 Study area

The study area in this addendum noise and vibration impact assessment generally follows the same methodology as *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

3.4 Field surveys

No additional field surveys were required as part of this addendum noise and vibration impact assessment.

3.5 Construction assessment methodology

Consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, representative construction scenarios have been used to assess the likely impacts from construction activities. Updated scenarios due to the amended project are described in **Table 3-2** .

Scenarios that have not changed since *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS are also included in the assessment of the amended project (refer to **Section 5**) and are described in Section 3.8.1 of *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Equipment lists and sound power level data is provided in **Attachment C**, for all unchanged, new and updated scenarios associated with the amended project.

Cumulative impacts from multiple construction works occurring simultaneously are not considered likely, as construction activities would be undertaken in distinct stages. As such, cumulative impacts have not been assessed. This approach is consistent with *Technical Report 8 – Noise and Vibration Impact Assessment* prepared for the EIS.

Table 3-2 Construction scenario descriptions relevant to the noise and vibration assessment

Scenario	Description
Updated scenarios	
Earthworks and access	**EIS assessment:** Bulk earthworks across the construction impact area and construction activities for switching stations, substation upgrades and access tracks. Typical activities included in this scenario are the clearing of vegetation and topsoil, excavation work, levelling/grading the ground, and drainage works. Noise intensive equipment such as a rock-breaker would be required at times during the works. Some access tracks would only require ‘minor’ works such as minimal excavation and laying of suitable road base while others would require ‘major’ construction activities involving the use of earthwork equipment such as graders, excavators (with and without hydraulic hammer) and rollers. This construction scenario has been applied to construction support sites, tower pads, stringing sites, switching station locations, the Eraring and Bayswater substation areas, new access tracks and access road upgrade areas. **Amendment Report addendum noise and vibration assessment:** Additional works are required for trenching underground fibre optic communication at Bayswater Substation and localised undergrounding of the optical ground wire by trenching between existing transmission towers

Scenario	Description
	at Eraring Substation. This EIS scenario already includes noise intensive equipment such as a rock breakers and other earthmoving machinery. Therefore, the sound power level applied to this scenario in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS is considered representative of the reasonable 'worst-case' scenario for the amended project and has not been changed for this assessment. To provide a conservative assessment of tower pad construction activities, tower pads have been assumed to be located anywhere within the HTP corridor.
Construction support sites	**EIS assessment:** These sites would be required to support construction activities and would include: • laydown yards for temporary storage of materials, plant and equipment. • concrete batch plant • delivery and handling of materials • worker parking • site offices and worker accommodation • helicopter/ helipad facilities. **Amendment Report addendum noise and vibration assessment:** In response to feedback from potential construction contractors there is a requirement for additional plant and equipment at construction support sites and laydown areas as follows: • diesel generators located at construction support sites and laydown areas. It is anticipated that diesel generators would only be required at the construction support sites temporarily until permanent power supply is established. Diesel generators would be used intermittently at laydown areas, depending on the construction support activities being undertaken across the duration of construction • crushing and screening plant located at construction support sites and at laydown areas within State forests • washdown facilities located at construction support sites • wastewater treatment plants at construction support sites. These items of plant and equipment have been included in the construction support sites and laydown areas as relevant.

There are no changes to the proposed working hours or indicative work durations presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

3.6 Construction road traffic noise methodology

The potential impacts from construction traffic on public roads have been predicted using the Calculation of Road Traffic Noise (CORTN) algorithm, consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

The roads expected to carry traffic for construction of the amended project have been updated based on updated work locations and the newly proposed construction support sites and worker accommodation facilities.

The forecast construction traffic volumes have been used to determine where potentially noticeable increases in road traffic noise (ie a greater than 2.0 dB increase above the existing noise level) is likely, using the same methodology and assumptions as *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

A summary of the inputs for the construction road traffic noise assessment is presented in **Appendix D**.

3.7 Noise from aircraft operations methodology

The assessment of noise from aircraft operations during construction follows the same methodology as *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

3.8 Construction vibration methodology

The potential impacts during vibration intensive work have been assessed using the Construction Noise and Vibration Guideline (CNVG) (TfNSW, 2023) minimum working distances for cosmetic damage and human response consistent with the methodology in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS. The exception is for the assessment of aboriginal heritage items where the more stringent German Standard DIN 4150-3:1999-02 Structural vibration – Effects of vibration on structures (DIN 4150) Group 3 vibration guide values have been adopted in response to submissions received during the public exhibition of the EIS.

The minimum working distances based on the vibration intensive construction scenarios for structures and aboriginal heritage items is shown in **Table 3-3**.

Table 3-3 Adopted minimum working distances from vibration intensive equipment

Construction work area	Vibration intensive equipment	Minimum distance		
		Cosmetic damage		Human response (AVaTG)
		Residential and light commercial (BS 7385)	Heritage items[1] (DIN 4150, Group 3)	
Earthworks at construction support sites, laydown sites, tower sites, substation/switching stations and access track construction	Medium hydraulic hammer 900 kg (12 tonne to 18 tonne excavator)	7 m	15 m	23 m
Earthworks at construction support sites, laydown sites, tower sites, substation/switching stations and access track construction	Medium vibratory roller 8 tonne to 10 tonne	15 m	31 m	100 m
Minor road widening and intersection works	Small vibratory roller 3 tonne to 5 tonne	12 m	25 m	40 m
Note 1: Heritage structures and aboriginal heritage items				

3.9 Operational noise assessment methodology

The potential operational noise impacts from the amended project have been predicted in accordance with the NSW Environment Protection Authority Noise Policy for Industry (NPfI)

(EPA, 2017), consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

The assessment has been updated based on the refinements to the layout and additional noise generating equipment at Bayswater and Eraring substation areas.

The operational transmission line noise assessment in this report is an updated assessment for the entire amended project, which includes consideration of the HTP corridor amendments and potential conductor swing.

Similar to the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, the significance of noise and vibration impacts at sensitive receivers from aircraft, maintenance traffic and ground-based maintenance activities is considered minimal and has not been considered further in this addendum noise and vibration impact assessment.

4.0 Existing environment

The existing environment described in *section 4* of *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS is still applicable to the amended project.

Additional sensitive receivers beyond those identified in the EIS have been identified through public submissions or due to their proximity to project amendments located outside the exhibited project impact area. These include residential dwellings, approved future residential subdivisions as well as camping and walking tracks within state forests. All sensitive receivers considered within the study area are shown in **Attachment B**.

5.0 Assessment of construction impacts

5.1.1 Summary of residential noise management levels

The residential Noise Management Levels (NMLs) for the assessment of project construction are consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS and are shown in **Table 5-1**.

Table 5-1 Residential receiver construction NMLs

NCA	NML ($L_{Aeq15minute}$ – dBA)				Sleep disturbance screening criteria (highest of 52 dBA or RBL + 15 dB)
	Standard construction (RBL +10 dB)	Out of hours (RBL + 5 dB)			
	Day	Day[1]	Evening	Night	Night
NCA01 – Lidell and Bayswater	47	42	41	41	52
NCA02 – Jerrys Plains West and Howick	45	40	35	35	52
NCA03 – Jerrys Plains	46	41	38	37	52
NCA04 – Maison Dieu West	45	40	36	36	52
NCA05 – Mount Thorley	48	43	40	38	52

NCA	NML ($L_{Aeq15minute}$ – dBA)				Sleep disturbance screening criteria (highest of 52 dBA or RBL + 15 dB)
	Standard construction (RBL +10 dB)	Out of hours (RBL + 5 dB)			
	Day	Day[1]	Evening	Night	Night
NCA06 – Broke	45	40	35	35	52
NCA07 – Pokolbin	45	40	36	35	52
NCA08 – HTP Central	45	40	35	35	52
NCA09 – Millfield and Wollombi Road	45	40	39	38	52
NCA10 – Cessnock	61	56	45	35	52
NCA11 – Olney	45	40	37	35	52
NCA12 – Cooranbong West	47	42	40	36	52
NCA13 – Eraring	53	48	48	47	57
NCA14 – Dora Creek	45	40	40	40	52

Note 1: Day out of hours is 7am to 8am and 1pm to 6pm on Saturday, and 8am to 6pm on Sunday and public holidays.

The following assessment shows the predicted construction noise impacts, which have been assessed based on the exceedance of the noise management levels. The assessment shows the number of sensitive receivers potentially impacted for each construction scenario. Individual sensitive receivers may be impacted by more than one activity and therefore may appear more than once in each table. Exceedances of the NMLs are presented as per the CNVG exceedance categories in **Table 5-2**, consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 5-2 Exceedance bands and impact colouring

Subjective classification	Exceedance of noise management level		Impact colouring
	Day	Out of hours[1]	
Negligible	No exceedance	No exceedance	
Noticeable	-	1 to 5 dB	
Clearly audible	1 to 10 dB	6 to 15 dB	
Moderately intrusive	11 to 20 dB	16 to 25 dB	
Highly intrusive	> 20 dB	> 25 dB	

Note 1: Day out of hours is 7am to 8am on Saturday and 8am to 6pm on Sunday and public holidays.
Evening out of hours is 6pm to 10pm Monday to Sunday

Subjective classification	Exceedance of noise management level		Impact colouring
	Day	Out of hours[1]	
Night out of hours is 10pm to 7am Mondays to Saturday and 10pm to 8am for Sundays and public holidays.			

For most construction activities, it is expected that the construction noise levels would frequently be lower than predicted, as the noise levels presented in this addendum noise impact assessment are based on each scenario occurring at the work site boundary which is the closest point to each sensitive receiver.

The assessment is generally considered conservative as the calculations also assumed all items of construction equipment proposed are in use at the same time within individual scenarios. In reality, there would frequently be periods when construction noise levels are much lower than the worst-case levels predicted as well as times when no equipment is in use.

The assessed scenarios represent one possible way that the project could be constructed and may not necessarily be the same methodology that the construction contractors engaged to construct the project would use. The representative scenarios cover a range of noise producing activities, including highly noise intensive equipment, and are therefore considered representative of the worst-case construction noise scenario.

The assessment in this report presents the predicted noise impacts prior to the application of mitigation. Implementation of mitigation measures as proposed in **Section 7.2** would reduce the predicted construction noise levels.

5.1.2 Construction noise impacts from construction support sites, laydown areas, substations, and switching stations

The assessed construction support sites (some with temporary worker accommodation), laydown areas, substation and switching stations are summarised in **Table 5-3**.

Table 5-3 Construction support sites, accommodation sites, laydown sites, substations and switching stations

Project component	Locality	Approximate distance to closest sensitive receiver	Receiver Type
Construction support sites			
Freemans Drive construction support and worker accommodation site	Cooranbong	58 m	Residential
Wollombi Road construction support and worker accommodation site	Millfield	469 m	Residential
Gouldsville Road construction support site	Gouldsville	839 m	Residential
Pikes Gully road construction support site	Howick	2,300 m	Residential
Hebden Road support and worker accommodation site	Muswellbrook	960 m	Lake Lidell Recreation Area
Laydown areas			
Wollombi Forest Road laydown area	Ravensdale	1,700 m	Casuarina Camping Area

Project component	Locality	Approximate distance to closest sensitive receiver	Receiver Type
Crumps Road laydown area	Corrabare	750 m	Residential
Crumps Road helicopter site		1,300 m	Residential
North Road laydown area	Millfield	460 m	Residential
Wollombi Road laydown area		80 m	Residential
Mount View Ridge laydown area		1,300 m	Residential
Campbell Springs Trail laydown area	Cedar Creek	2,000 m	Residential
Campbell Springs Trail laydown area		450 m	Residential
Broken Back Trail A laydown area	Broke	760 m	Residential
Broken Back Trail B laydown area		1,020 m	Residential
Archerfield Road laydown area	Warkworth	330 m	Residential
Lemington Road laydown area	Lemington	90 m	Residential
Substation and switching stations			
Olney switching station	Ravensdale	1,400 m	Wishing Well Picnic Area
Bayswater South switching station	Muswellbrook	7,500 m	Lake Lidell Recreation Area
Eraring substation	Dora Creek	1,000 m	Residential

The number of residential receivers where NML exceedances are predicted in each relevant NCA during the daytime for the construction support sites, laydown areas, substation and switching stations is summarised in **Table 5-4**. The number of residential receivers where NML exceedances are predicted during the night-time for the OOH operation of the construction support sites with accommodation is summarised in **Table 5-5**. A summary of the number of 'other sensitive' receivers where NML exceedances are predicted during the daytime for the construction support sites, laydown areas, substation and switching stations is summarised in **Table 5-6**. Results presented in the tables are colour coded as per the exceedance bands shown **Table 5-2**.

The worst-case construction support sites and combined temporary worker accommodation facility and construction compound noise impacts are also shown in **Attachment F.1** during the daytime and **Attachment F.2** for night-time 'temporary worker accommodation facility operation'.

The assessment in **Table 5-4**, **Table 5-5**, and **Table 5-6** shows the following:

- noise levels from construction works at construction support sites, laydown areas, substations, and switching stations are predicted to have impacts at 58 individual residential sensitive receivers, generally limited to receivers closest to each site.

  This is three additional individual receivers compared to the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- NCA09 has the highest number of individually impacted receivers, totalling 40.

This is two additional individual receivers compared to the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- noise levels from the OOH operation of the accommodation facilities are predicted to exceed the sleep disturbance screening level at two locations near the Freemans Drive construction support site accommodation facility. Maximum predicted noise levels are below 65 dBA at all receivers, and therefore are unlikely to result in awakening reactions. These results are consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.
- noise levels from earthworks (without rock breaking) at the Millfield laydown area are predicted to impact one 'other sensitive' receiver (Millfield Cemetery). This result is consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Figures in parentheses in the below tables () indicate where the amended project results in a change in predicted noise impacts compared to those predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS (being the figures in parentheses).

Attachment F.13 shows the overall change in potential impacts compared to those presented in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 5-4 Daytime residential NML exceedances - construction support sites, laydown areas, substation and switching stations

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA03	**Construction support sites**					No change
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Support site operation with crushing	-	-	-	-	
	Support site operation	-	-	-	-	
	Laydown areas					
	Earthworks – without rock breaker	-	2	-	1	
	Laydown area operation with crushing[4]	-		-	-	
	Laydown area operation	-	1	-	-	
	Substation and switching stations					
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Underground trenching works	-	-	-	-	
NCA04	**Construction support sites**					No change
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Support site operation with crushing	-	-	-	-	
	Support site operation	-	-	-	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Laydown areas					
	Earthworks – without rock breaker	-	2	-	-	
	Laydown area operation with crushing[4]	-	-	-	-	
	Laydown area operation	-	-	-	-	
	Substation and switching stations					
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Underground trenching works					
NCA08	**Construction support sites**					
	Earthworks – without rock breaker	-	-	-	-	No change
	Concrete works	-	-	-	-	
	Support site operation with crushing	-	-	-	-	
	Support site operation	-	-	-	-	
	Laydown areas					
	Earthworks – without rock breaker	-	4 (7)	-	-	As per the amended project, the laydown area on the Trig Road and North Road intersection was removed resulting in fewer impacted receivers. One receiver was removed due to incorrectly categorising a sensitive receiver where no dwelling existed resulting in fewer impacted receivers.
	Laydown area operation with crushing[4]	-	-	-	-	No change
	Laydown area operation	-	-	-	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Substation and switching stations					
	Earthworks – without rock breaker	-	-	-	-	No change
	Concrete works	-	-	-	-	
	Underground trenching works	-	-	-	-	
NCA09	**Construction support sites**					
	Earthworks – without rock breaker	-	4	-	-	No change
	Concrete works	-	2	-	-	
	Support site operation with crushing	-	2 (0)	-	-	As per the amended project, construction support site operations include crushing resulting in additional impacted receivers.
	Support site operation	-	-	-	-	No change
	Laydown areas					
	Earthworks – without rock breaker	-	22 (21)	13 (12)	1	Sensitive receivers were identified post the submission of the EIS resulting in additional impacted receivers.
	Laydown area operation with crushing[4]	-	-	-	-	No change
	Laydown area operation	-	10 (7)	1 (0)	-	As per the amended project, laydown area operations are to include a generator resulting in additional impacted receivers. In addition, several receivers were identified post the submission of the EIS resulting in additional impacted receivers.
	Substation and switching stations					
	Earthworks – without rock breaker	-	-	-	-	No change
	Concrete works	-	-	-	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Underground trenching works	-	-	-	-	
NCA13	**Construction support sites**					
	Earthworks – without rock breaker	-	3	2	-	No change
	Concrete works	-	3	1	-	
	Support site operation with crushing	-	3 (-)	1 (-)	-	As per the amended project, construction support sites include crushing activities resulting in additional impacted receivers.
	Support site operation	-	1	1 (0)	-	Transcription error in EIS where there should be impacted receivers.
	Laydown areas					
	Earthworks – without rock breaker	-	-	-	-	No change
	Laydown area operation with crushing[4]	-	-	-	-	
	Laydown area operation	-	-	-	-	
	Substation and switching stations					
	Earthworks – without rock breaker	-	-	-	-	No change
	Concrete works	-	-	-	-	
	Underground trenching works	-	-	-	-	

Note 1: Highly Noise Affected, based on ICNG definition (ie predicted $L_{Aeq(15minute)}$ noise at residential receiver is 75 dBA or greater irrespective of NML exceedance level).

Note 2: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**

Note 3: No impacts above the NML are predicted in NCA01, NCA02, NCA05, NCA06, NCA07, NCA10, NCA11, NCA12 and NCA14.

Note 4: No crushing proposed at the laydown areas in the vicinity of this NCA.

Table 5-5 Night-time residential NML exceedances - construction support sites, and temporary worker accommodation facility operation

NCA[2]	Scenario	Number of residential receivers								Comment on changes post submission of the EIS NVIA
		With NML exceedance[1]				With sleep disturbance exceedance				
		1-5 dB	6-15 dB	16-25 dB	>25 dB	1-5 dB	6-15 dB	16-25 dB	>25 dB	
Hebden Road support and accommodation site										No change
NCA01	Temporary worker accommodation facility – OOH operation	-	-	-	-	-	-	-	-	
Wollombi Road support and accommodation site										
NCA09	Temporary worker accommodation facility – OOH operation	-	-	-	-	-	-	-	-	
Freemans Drive support and accommodation site										
NCA12	Accommodation facility – OOH operation	-	-	-	-	-	-	-	-	
NCA13		-	-	-	-	2	-	-	-	
NCA14		-	-	-	-	-	-	-	-	

Note 1: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**.
Note 2: No impacts above the NML or sleep disturbance level are predicted in NCA03, NCA06, NCA07, NCA08, NCA09, NCA10, NCA11

Table 5-6 Other sensitive daytime NML exceedances - construction support sites, laydown areas, substation, and switching stations

NCA[3]	Scenario	Number of 'other sensitive' receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA09	**Construction support sites**					No change
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Support site operation with crushing	-	-	-	-	
	Support site operation	-	-	-	-	
	Laydown areas					
	Earthworks – without rock breaker	-	1	-	-	
	Laydown area operation with crushing[3]	-	-	-	-	
	Laydown area operation	-	-	-	-	
	Substation and switching stations					
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Underground trenching works	-	-	-	-	

Note 1: Highly Noise Affected level not applicable to 'other sensitive' receivers
Note 2: Based on worst-case predicted noise levels. Impact colouring based on CNVG exceedance categories in **Table 5-2**
Note 3: No crushing proposed at the laydown areas in the vicinity of this NCA.

5.1.3 Construction noise impacts from access track construction, and intersection upgrades

The locations of access tracks are spread across the project impact area. The project would establish new access tracks as well as upgrade existing tracks to facilitate access to the often-remote transmission lines, transmission line towers and switching stations. Upgrades of intersections to facilitate heavy plant and equipment movements as well as delivery of transmission tower components may also be required.

The number of residential receivers where NML exceedances are predicted in each relevant NCA during the daytime construction of access tracks and intersection upgrades is summarised in **Table 5-7**. A summary of the number of 'other sensitive' receivers and 'forestry recreation areas' where NML exceedances are predicted during the daytime for the access tracks and intersection upgrades is summarised in **Table 5-8**, and **Table 5-9,** respectively. Results presented in the tables are colour coded as per the exceedance bands shown **Table 5-2**.

The worst-case intersections upgrades construction noise impacts are shown in **Attachment F.3** and **Attachment F.4** for typical and intensive construction scenarios respectively. Noise impacts from the access track construction works are shown in and **Attachment F.5**, **Attachment F.6**, and **Attachment F.7** for minor, major construction (without rock breaker), and major construction (with rock breaker) scenarios, respectively.

The assessment in **Table 5-7**, **Table 5-8**, and **Table 5-9** shows the following:

- noise levels from construction works at access track and intersection upgrades are predicted to have impacts at 529 individual residential sensitive receivers. Impacts are generally limited to receivers closest to the access track and intersection upgrade areas, with 15 highly noise affected receivers located immediately adjacent to proposed work areas. It is understood that typically receivers would only experience high noise levels from access track upgrades for one to two days as construction occurs in proximity to the receivers before moving to other parts of the project.

  This is 23 fewer individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- NCA12 has the highest number of individually impacted receivers, totalling 152.

  This is 12 fewer individual receivers compared to the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- noise levels from access track and intersection works are predicted to impact 16 individual 'other sensitive' receivers. These receivers include 'passive recreation' receivers (such as picnic areas and lookouts) within state forests.

  This is five additional individual 'other sensitive' receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

  Three walking tracks have sections where predicted noise levels exceed the NML for active recreational areas. The impacts are not considered significant because users would move through these portions in a relatively short period.

Figures in parentheses () indicate where the amended project results in a change in predicted noise impacts compared to those predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS. **Attachment F.13** shows the overall change in potential impacts compared to those presented in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 5-7 Daytime residential NML exceedances - access tracks, and intersection upgrades

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA02	**Access Tracks**					
	Earthworks – including rock breaker[4]	-	- (1)	- (2)	-	Amended project contains changes to the design of access tracks resulting in fewer impacted receiver.
	Earthworks – without rock breaker	-	2	-	-	
	Earthworks – minor	-	-	-	-	
NCA03	**Access Tracks**					
	Earthworks – including rock breaker[4]	- (1)	- (4)	- (5)	- (2)	Amended project contains changes to the design of access tracks resulting in fewer impacted receivers.
	Earthworks – without rock breaker	**1**	6	2	-	
	Earthworks – minor	**1**	3 (1)	-	-	
	Intersection upgrades					
	Intersection works – typical	**1**	7	2	-	No change
	Intersection works – intensive	**1**	4	2	-	
NCA04	**Access Tracks**					
	Earthworks – including rock breaker[4]	- (1)	- (9)	- (7)	- (1)	Amended project contains changes to the design of access tracks resulting in fewer impacted receivers.
	Earthworks – without rock breaker	-	4	5 (4)	- (1)	
	Earthworks – minor	-	3 (2)	-	1	
	Intersection upgrades					
	Intersection works – typical	-	-	-	-	No change
	Intersection works – intensive	-	-	-	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA05	**Access Tracks**					
	Earthworks – including rock breaker[4]	- (2)	- (11)	- (3)	- (4)	Amended project contains changes to the design of access tracks resulting in fewer impacted receivers.
	Earthworks – without rock breaker	**2**	7 (4)	5 (3)	1	
	Earthworks – minor	-	- (1)	1 (0)	-	
	Intersection upgrades					
	Intersection works – typical	-	6	3 (2)	-	Additional typical intersection works on Mount Thorley Road resulting in additional impacted receiver.
	Intersection works – intensive	-	-	-	-	
NCA06	**Access Tracks**					
	Earthworks – including rock breaker	-	- (5)	- (1)	-	Amended project contains changes to the design of access tracks resulting in fewer impacted receivers.
	Earthworks – without rock breaker	-	2	-	-	
	Earthworks – minor	-	-	-	-	
	Intersection upgrades					
	Intersection works – typical	-	7	-	-	No change
	Intersection works – intensive	-	-	-	-	
NCA08	**Access Tracks**					
	Earthworks – including rock breaker	-	37 (54)	3 (7)		Amended project contains change to the design of access tracks resulting impacted receivers.
	Earthworks – without rock breaker	**6 (0)**	33 (19)	21 (4)	11 (1)	
	Earthworks – minor	-	-	-	-	
	Intersection upgrades					

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Intersection works – typical	-	-	1 (0)	-	Transcription error in EIS where there should have been impacted receiver.
	Intersection works – intensive	-	-	-	-	No change
NCA09	**Access Tracks**					
	Earthworks – including rock breaker	-	1 (7)	- (1)	-	Amended project contains change to the design of access tracks resulting in additional impacted receiver.
	Earthworks – without rock breaker	-	8 (3)	-	-	
	Earthworks – minor	-	-	-	-	
	Intersection upgrades					
	Intersection works – typical	-	1	-	-	No change
	Intersection works – intensive	**-**	2	-	-	
	Intersection upgrade – Wollombi Road with Hayes Road and Mt View Road					
	Intersection works – typical	**7**	78	34	20	No change
NCA11	**Access Tracks**					
	Earthworks – including rock breaker	- (3)	32 (51)	5 (25)	- (3)	Amended project contains change to the design of access tracks resulting in fewer impacted receivers.
	Earthworks – without rock breaker	**1 (2)**	39 (44)	6 (8)	1 (3)	
	Earthworks – minor	-	2	-	-	
	Intersection upgrades					
	Intersection works – typical	-	14	5	5	No change
	Intersection works – intensive	-	-	-	-	
NCA12	**Access Tracks**					

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Earthworks – including rock breaker[4]	-	- (34)	- (7)	-	Amended project contains changes to the design of access tracks resulting in fewer receivers being impacted.
	Earthworks – without rock breaker	-	8 (15)	1 (3)	-	
	Earthworks – minor	**1 (0)**	12 (9)	5	1 (2)	
	Intersection upgrades					
	Intersection works – typical	-	9	4	1	No change
	Intersection works – intensive	-	6	7	2	
	Intersection upgrade – Martinsville Road and Freemans Drive					
	Intersection works – typical	**2**	49	16	3	No change
	Intersection works – intensive	**3**	74	25	6	
NCA13	**Access Tracks**					
	Earthworks – including rock breaker[4]	-	- (3)	-	-	Amended project contains change to the design of access tracks resulting in fewer impacted receiver.
	Earthworks – without rock breaker	-	3 (0)	1 (0)	-	
	Earthworks – minor	-	3 (2)	1	-	
	Intersection upgrades					
	Intersection works – typical	**1**	1	-	-	No change
	Intersection works – intensive	**1**	4	-	-	
NCA14	**Access Tracks**					
	Earthworks – including rock breaker[4]	-	-	-	-	No change
	Earthworks – without rock breaker	-	-	-	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Earthworks – minor	-	4 (2)	-	-	Amended project contains changes to the design of access tracks resulting in additional impacted receivers.
	Intersection upgrades					
	Intersection works – typical	-	-	-	-	No change
	Intersection works – intensive	-	-	-	-	

Note 1: Highly Noise Affected, based on ICNG definition (ie predicted $L_{Aeq(15minute)}$ noise at residential receiver is 75 dBA or greater irrespective of NML exceedance level).

Note 2: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**

Note 3: No impacts above the NML are predicted in NCA01, NCA07 and NCA10

Note 4: The use of rock breaker on access tracks in the vicinity of this NCA is not required.

Table 5-8 Other Sensitive NML exceedances - access tracks and intersection upgrades

NCA[3]	Scenario	Number of 'other sensitive' receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA08	**Access Tracks**					
	Earthworks – including rock breaker	-	1	-	2 (1)	Amended project contains changes to the design of access tracks resulting in additional impacted receivers.
	Earthworks – without rock breaker	-	1 (0)	1 (0)	2 (1)	
	Earthworks – minor	-	-	-	-	
	Intersection upgrades					
	Intersection works – typical	-	1	-	-	No change
	Intersection works – intensive	-	-	-	-	

NCA[3]	Scenario	Number of 'other sensitive' receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA11	**Access Tracks**					
	Earthworks – including rock breaker	-	1 (0)	1 (0)	3 (1)	Amended project contains changes to the design of access tracks resulting in additional impacted receivers.
	Earthworks – without rock breaker	-	1 (0)	2 (0)	2 (1)	
	Earthworks – minor	-	-	1	-	
	Intersection upgrades					
	Intersection works – typical	-	-	1	-	No change
	Intersection works – intensive	-	-	-	-	

Note 1: Highly Noise Affected level not applicable to 'other sensitive' receivers
Note 2: Based on worst-case predicted noise levels. Impact colouring based on CNVG exceedance categories in **Table 5-2**

Table 5-9 Forestry recreation area NML exceedances - access tracks and intersection upgrades

Scenario	Number of 'other sensitive' receivers				Comment on changes post submission of the EIS NVIA
	HNA[1]	With NML exceedance[2]			
		1-10 dB	11-20 dB	>20 dB	
Access tracks					
Earthworks – including rock breaker		1	-	2	Through submissions, additional NSW forestry walking tracks were identified resulting in three impacted sections of walking tracks.
Earthworks – without rock breaker	-	-	-	-	
Earthworks – minor	-	-	-	-	

Note 1: Highly Noise Affected level not applicable to 'other sensitive' receivers
Note 2: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**

5.1.4 Construction noise impacts from construction activities within the HTP corridor and stringing sites

Construction activities within the HTP corridor and stringing sites for the transmission lines would typically include:

- site establishment work including connection to the relevant access track, service relocation and vegetation clearance.
- civil work including earthwork, construction of tower pads, construction of footings, steel fabrication, concrete pours, erection of transmission line structures and stringing work at work sites within the HTP corridor for the new double circuit 500 kV transmission lines.
- clearing of vegetation within the HTP corridor where it may impact on transmission line clearance requirements between the new Olney switching station and Bayswater Power Station.

The number of residential receivers where NML exceedances are predicted in each relevant NCA during the daytime for the construction is summarised in **Table 5-10**. The number of residential receivers where NML exceedances are predicted during the night-time for the potential OOH operation of stringing sites near Wollombi Road, Putty Road and Cessnock is summarised in **Table 5-11**. A summary of the number of 'other sensitive' receivers and 'forestry recreation areas' where NML exceedances are predicted during the daytime for the construction support sites, laydown areas, substations and switching stations is summarised in **Table 5-12**, and **Table 5-13** respectively. Results presented in the tables are colour coded as per the exceedance bands shown **Table 5-2**.

The worst-case construction noise impacts from construction activities within the HTP corridor and stringing sites are also shown in **Attachment F.8** during the daytime and **Attachment F.9.1** and **Attachment F.9.2** for night-time (L_{Aeq} and L_{Amax}, respectively) stringing activities.

The assessment in **Table 5-10**, **Table 5-11**, **Table 5-12**, and **Table 5-13** shows the following:

- noise levels from construction activities within the HTP corridor and stringing sites are predicted to have impacts at 92 individual residential sensitive receivers, generally limited to residential receivers closest to each site, with 1 highly noise affected receivers located immediately adjacent to proposed work areas.

  This is one fewer individual receiver compared to the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS where 93 individual residential sensitive receivers were impacted.

- NCA05 has the highest number of individually impacted receivers, totalling 40.

  This is consistent with the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- noise levels from the potential OOH use of stringing sites are predicted to have impacts during the night-time at up to 57 individual residential sensitive receivers.

  This is 19 additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- maximum noise levels from the potential OOH use of the stringing sites are predicted to exceed the sleep disturbance screening level at up to 10 individual residential receivers. Maximum predicted noise levels at any residence outside the project impact area are predicted to be less than 65 dBA and as per the advice in the RNP, OOH operation of the stringing sites across Wollombi Road, Cessnock Road, Putty Road, and the M1 Pacific Motorway are unlikely to cause sleep disturbances. For the Lemington Road OOH stringing sites one receiver is located within the project impact area and noise levels are predicted to be above 65 dBA at this receiver.

  This is five additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

- noise levels from access track and intersection works are predicted to impact 3 individual 'other sensitive' receivers.

  This is two additional individual receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

  There is one walking track where predicted noise levels are above the NML for active recreational areas for portions of the track. Impacts upon these sections of the track is not considered to be significant given that users would move through the potentially impacted areas in a relatively short time period.

Figures in parentheses () indicate where the amended project results in a change in predicted noise impacts compared to those predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS (being the figures in parentheses). **Attachment F.13** shows the overall change in impacts compared to those presented in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 5-10 Daytime residential NML exceedances – construction activities within the HTP corridor and stringing sites

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA02	**HTP corridor**					
	Earthworks – including rock breaker	-	-	-	-	No change
	Earthworks – without rock breaker	-	-	-	-	
	Vegetation clearing	-	-	-	-	
	Tower sites					
	Earthworks – including rock breaker	-	-	- (1)	-	An error in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS assessed construction of new tower sites on a section of the existing Bayswater to Mt Piper 500 kV transmission line. No tower pad sites will be constructed in this NCA.
	Earthworks – without rock breaker	-	- (1)	-	-	
	Concrete works	-	- (1)	-	-	
	Tower assembly	-	- (1)	-	-	
	Stringing Sites					
	Stringing	-	-	-	-	No change
NCA03	**HTP corridor**					
	Earthworks – including rock breaker	**1**	2	3	3	No change
	Earthworks – without rock breaker	**1**	5	1	2	
	Vegetation clearing	**1**	4	1	3	
	Tower sites					
	Earthworks – including rock breaker	**1**	2	3 (4)	3 (2)	As part of the amended project, tower sites have conservatively been assessed as occurring anywhere inside the HTP corridor resulting in no overall change in
	Earthworks – without rock breaker	**1**	5	1 (3)	2 (0)	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Concrete works	**1**	5	2	1	number of impacted receivers but several changes to the category of impacts.
	Tower assembly	**1**	4 (3)	3	-	
	Stringing Sites					
	Stringing	**1**	3	2	-	No change
NCA04	**HTP corridor**					
	Earthworks – including rock breaker	**1**	7	4	2	No change
	Earthworks – without rock breaker	**1**	3	3	-	
	Vegetation clearing	**1**	1	4	1	
	Tower sites					
	Earthworks – including rock breaker	**1**	7 (6)	4 (7)	3 (0)	As part of the amended project, tower sites have been assessed as occurring anywhere inside the HTP corridor resulting in additional impacted receivers and several changes to the category of impacts.
	Earthworks – without rock breaker	**1 (0)**	3	4	- (1)	
	Concrete works	**1 (0)**	4	3	- (1)	
	Tower assembly	**1 (0)**	4	3	- (1)	
	Stringing Sites					
	Stringing	-	-	-	-	No change
NCA05	**HTP corridor**					
	Earthworks – including rock breaker	-	12 (17)	7 (3)	1 (0)	Realignment of the HTP corridor alignment in this NCA as part of the amended project resulting into no change to the overall number of impacted receivers.
	Earthworks – without rock breaker	-	10 (3)	5 (2)	-	
	Vegetation clearing	-	12 (9)	5 (3)	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Tower sites					
	Earthworks – including rock breaker	-	12 (17)	7 (3)	1 (0)	Realignment of the HTP corridor in this NCA as part of the amended project resulting into no change to the overall number of impacted receivers.
	Earthworks – without rock breaker	-	10 (2)	5 (1)	-	
	Concrete works	-	12 (3)	1 (0)	-	
	Tower assembly	-	9 (3)	1 (0)	-	
	Stringing Sites					
	Stringing	-	4 (3)	-	-	Realignment of the HTP corridor alignment in this NCA as part of the amended project results in additional impacted receivers.
NCA06	**HTP corridor**					
	Earthworks – including rock breaker	-	5	1	-	No change
	Earthworks – without rock breaker	-	2	-	-	
	Vegetation clearing	-	4	-	-	
	Tower sites					
	Earthworks – including rock breaker	-	5	1	-	No change
	Earthworks – without rock breaker	-	2	-	-	
	Concrete works	-	2	-	-	
	Tower assembly	-	2 (1)	-	-	As part of the amended project, tower sites have been assessed as occurring anywhere inside the HTP corridor resulting in additional impacted receivers.
	Stringing Sites					
	Stringing	-	2	-	-	No change

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA08	**HTP corridor**					
	Earthworks – including rock breaker	-	17 (18)	1	-	One receiver was removed due to no dwelling existing on the identified land resulting in fewer impacted receivers.
	Earthworks – without rock breaker	-	2 (3)	-	-	
	Vegetation clearing	-	5 (6)	-	-	
	Tower sites					
	Earthworks – including rock breaker	-	17 (18)	1 (0)	-	One receiver was removed due to no dwelling existing on the identified land resulting in fewer impacted receivers.
	Earthworks – without rock breaker	-	2 (3)	-	-	
	Concrete works	-	2	-	-	No change
	Tower assembly	-	1	-	-	
	Stringing Sites					
	Stringing	-	-	-	-	No change
NCA09	**HTP corridor**					
	Earthworks – including rock breaker	-	7	-	-	No change
	Earthworks – without rock breaker	-	1	-	-	
	Vegetation clearing	-	3	-	-	
	Tower sites					
	Earthworks – including rock breaker	-	7	-	-	No change
	Earthworks – without rock breaker	-	1	-	-	
	Concrete works	-	-	-	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Tower assembly	-	-	-	-	
	Stringing Sites					
	Stringing	-	-	-	-	No change
NCA11	**HTP corridor**					
	Earthworks – including rock breaker	-	-	-	-	
	Earthworks – without rock breaker	-	-	-	-	
	Vegetation clearing	-	-	-	-	
	Tower sites					
	Earthworks – including rock breaker	-	-	-	-	No change
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Tower assembly	-	-	-	-	
	Stringing Sites					
	Stringing	-	10	1	-	
NCA12	**HTP corridor**					
	Earthworks – including rock breaker	-	-	-	-	
	Earthworks – without rock breaker	-	-	-	-	No change
	Vegetation clearing	-	-	-	-	
	Tower sites					

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Earthworks – including rock breaker	-	-	-	-	No change
	Earthworks – without rock breaker	-	-	-	-	
	Concrete works	-	-	-	-	
	Tower assembly	-	-	-	-	
	Stringing Sites					
	Stringing	-	6 (5)	-	-	Change relates to additional receivers identified post the submission of the EIS resulting in additional impacted receivers.

Note 1: Highly Noise Affected, based on ICNG definition (ie predicted $L_{Aeq(15minute)}$ noise at residential receiver is 75 dBA or greater irrespective of NML exceedance level).

Note 2: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**

Note 3: No impacts above the NML predicted in NCA01, NCA07, NCA10, NCA13 and NCA14.

Table 5-11 Night-time residential NML exceedances – OOH stringing sites

Scenario	Number of residential receivers								Comment on changes post submission of the EIS NVIA
	With NML exceedance[1]				With sleep disturbance exceedance				
	1-5 dB	6-15 dB	16-25 dB	>25 dB	1-5 dB	6-15 dB	16-25 dB	>25 dB	
Stringing sites crossing Lemington Road (NCA03)									
Stringing	1 (-)	1 (-)	3 (-)	1 (-)	-	3 (-)	-	1 (-)	As per the amended project, the stringing sites either side of Lemington Road have been assessed as being operational during out of hours resulting in additional impacted receivers.
Stringing sites crossing Putty Road (NCA05)									
Stringing	3	4 (0)	1	-	-	1	-	-	Change to the design of HTP corridor as part of the amended project resulting in four additional impacted receivers.
Stringing sites crossing Cessnock Road (NCA05/NCA06)									
Stringing	4	1	1	-	2	-	-	-	No change
Stringing sites crossing Wollombi Road (NCA08/NCA09)									
Stringing	3 (2)	-	-	-	-	-	-	-	As per the amended project, the stringing sites either side of Wollombi Road have been assessed as being operational during out of hours resulting one additional impacted receiver.
Stringing sites crossing M1 Pacific Motorway (NCA12/NCA13)									
Stringing	21 (18)	13 (8)	-	-	3 (2)	-	-	-	Several receivers were identified post the submission of the EIS resulting in seven additional impacted receivers.

Note 1: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**

Table 5-12 Other sensitive NML exceedances – daytime construction activities within the HTP corridor and stringing sites

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
NCA04	**HTP corridor**					
	Earthworks – including rock breaker	-	1	-	-	No change
	Earthworks – without rock breaker	-	1	-	-	
	Vegetation clearing	-	1	-	-	
	Tower sites					
	Earthworks – including rock breaker	-	1 (0)	-	-	No tower pad sites will be constructed in this NCA as part of the amended project resulting in fewer impacted receiver.
	Earthworks – without rock breaker	-	1 (0)	-	-	
	Concrete works	-	-	-	-	
	Tower assembly	-	-	-	-	
	Stringing Sites					
	Stringing	-	-	-	-	No change
NCA11	**HTP corridor**					
	Earthworks – including rock breaker	-	2 (0)	-	-	Several receivers were identified post the submission of the EIS resulting in additional impacted receivers. These are the Olney Headquarters and Old Mill Picnic Area.
	Earthworks – without rock breaker	-	1 (0)	-	-	
	Vegetation clearing	-	1 (0)	-	-	
	Tower sites					
	Earthworks – including rock breaker	-	2 (0)	-	-	

NCA[3]	Scenario	Number of residential receivers				Comment on changes post submission of the EIS NVIA
		HNA[1]	With NML exceedance[2]			
			1-10 dB	11-20 dB	>20 dB	
	Earthworks – without rock breaker	-	1 (0)	-	-	Several receivers were identified post the submission of the EIS resulting in additional impacted receivers. These are the Olney Headquarters and Old Mill Picnic Area.
	Concrete works	-	-	-	-	
	Tower assembly	-	-	-	-	
	Stringing Sites					
	Stringing	-	-	-	-	No change

Note 1: Highly Noise Affected level not applicable to 'other sensitive' receivers

Note 2: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**

Table 5-13 Forestry recreation area sensitive NML exceedances – daytime construction activities within the HTP corridor and stringing sites

Scenario	Number of 'other sensitive' receivers				Comment on changes post submission of the EIS NVIA
	HNA[1]	With NML exceedance[2]			
		1-10 dB	11-20 dB	>20 dB	
HTP corridor					
Earthworks – including rock breaker	-	1	-	-	Additional NSW forestry walking tracks were identified post submission of the EIS resulting in one impacted walking track.
Earthworks – without rock breaker	-	-	-	-	No change
Vegetation clearing	-	-	-	-	
Tower sites					
Earthworks – including rock breaker	-	1	-	-	Additional NSW forestry walking tracks were identified post submission of the EIS resulting in one impacted walking track.
Earthworks – without rock breaker	-	-	-	-	No change
Concrete works	-	-	-	-	
Tower assembly	-	-	-	-	
Stringing sites					
Stringing	-	-	-	-	No change

Note 1: Highly Noise Affected level not applicable to 'other sensitive' receivers

Note 2: Exceedance is based on worst-case predicted noise levels. Impact colouring is based on categories shown in **Table 5-2**

5.1.5 Aircraft noise from potential helipads

Several of the proposed construction support sites would potentially include a helipad to enable helicopter use during construction. Assessment of the use of helicopters for the amended project is Consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

The predicted L_{Amax} noise level contours for all construction support sites with potential helipads are shown in **Attachment F.10**. The presented contours are representative of the maximum level predicted from both helicopter arrival and departure.

Helicopter L_{Amax} noise levels from arrival and departure at construction support sites is consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, with the exception of an additional impacted receiver located near the Freemans Drive helipad due to the slight change in layout within the construction support site for the amended project.

The proposed mitigation measures to minimise and manage the potential noise impacts are discussed in **Section 8.0** , and include planning arrival and departure paths to avoid nearby sensitive receivers where possible.

The potential helipad locations are listed in **Table 5-14**, including a summary of nearby residential receivers and predicted noise levels. Figures in parentheses () indicate where the amended project results in a change in predicted noise impacts compared to those predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 5-14 Potential helipad locations and noise levels

Site name	Approximate distance to closest residential receiver	Number of receivers with potential aircraft L_{Amax} noise level	
		>75 dBA	>85 dBA
Hebden Road support and accommodation site	1,080 m	-	-
Pikes Gully Road support site	6,500 m	-	-
Gouldsville Road support site	240 m	-	-
Freemans Drive support and accommodation site	<10 m	6 (5)	-

5.1.6 Aircraft noise from flights outside the HTP corridor

Helicopters would be required to fly from the nominated helipad to and from the HTP corridor work sites. No additional impacts from aircraft noise from flights outside the HTP corridor are expected from the amended project and would be consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

The proposed mitigation measures to minimise and manage the potential noise impacts are discussed in **Section 8.0** and include alternating flight paths to avoid repeated helicopter noise at the same sensitive receivers where possible.

5.1.7 Aircraft noise from flights within the HTP corridor

The L_{Amax} noise level contours from helicopter flights within the HTP corridor are shown in **Attachment F.11** and the number of sensitive receivers where various L_{Amax} noise levels are predicted during aircraft flight at 52 m (170 ft) AGL within the transmission line corridor are shown in **Table 5-15**.

As part of the amended project, the realignment of the HTP corridor as well as the assessment of additional passive recreational areas in state forests, an additional 16 individual sensitive receivers are predicted to experience L_{Amax} noise levels between 65 dBA and 80 dBA compared to the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS. The proposed mitigation measures to minimise and manage the predicted impacts are discussed in **Section 8.0.**

Figures in parentheses () indicate where the amended project results in a change in predicted noise impacts compared to those predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS (being the figures in parentheses). **Attachment F.13** shows the overall change in impacts compared to those presented in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 5-15 Number of receivers with L_{Amax} helicopter noise levels from corridor flight

L_{Amax} noise level	Number of receivers experiencing predicted L_{Amax} noise level
	Helicopter flight at 52 m (170 ft) AGL
60 dBA – 65 dBA	18
65 dBA – 70 dBA	16 (8)
70 dBA – 75 dBA	7 (3)
75 dBA – 80 dBA	9 (6)
80 dBA – 85 dBA	3 (4)
Greater than 85 dBA	3

5.1.8 Construction road traffic noise impacts

The amended project contains differences in road traffic volumes across the study area due to the change in access tracks and project refinement to include an additional accommodation facility along with additional information relating to existing traffic volumes on traffic routes. The construction traffic volumes have been compared to the existing traffic volumes on all proposed construction traffic routes.

The construction traffic volumes and worst-case potential noise increase are shown **Attachment D**. A summary of the results is shown in **Table 5-16** with potentially impacted receivers shown in **Attachment F.12**.

The construction road traffic noise impact assessment shows:

- on major roads such as the New England Highway, Golden Highway and Freemans Drive, construction traffic would not increase existing road traffic noise levels by more than 2 dB and is consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS
- construction traffic on Wollombi Road would likely result in a noticeable increase in noise levels (>2 dB) due to the relatively low existing traffic volumes on this road. However, compliance with the RNP criteria is predicted for all receivers.

- construction traffic would likely result in a noticeable increase in noise levels (>2 dB) on all local roads with the exception of the AGL Bayswater Power Station site access road, Hebden Road and Lemington Road, due to low existing traffic volumes on these roads compared to the proposed construction traffic volume. This is consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS with the exception of Lemington Road where updated traffic information showed significant existing road traffic volumes resulting in less than a 2 dB increase due to construction related traffic.
- a total of 77 residential receivers are potentially impacted by an increase in road traffic noise levels due to construction related vehicle movements.

  This is 34 additional residential receivers compared to the results presented in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS and is primarily due to:

  - adjustments to proposed to access routes for construction
  - additional information on existing traffic volumes
  - changes to project related traffic volumes

The proposed mitigation measures to minimise and manage the predicted impacts are discussed in **Section 8.0**.

Table 5-16 Summary of construction road traffic noise

Road / Access Route	> 2.0 dB increase	Approximate offset distance (m) to comply with RNP Criteria	Number of receivers within offset distance
Freeway, arterial, sub arterial roads			
Freemans Dr east of Mount Faulk Road, Cooranbong	No	n/a	-
Wollombi Road - East of Cedar Creek Road (80km/h zone)	Yes	9	-
Wollombi Road - East of Cedar Creek Road (60km/h zone)	Yes	5	-
Wollombi Road - East of Hayes Road	Yes	6	-
Wollombi Road - East of Mount View Road (60km/h zone)	Yes	8	-
Wollombi Road - East of Mount View Road (80km/h zone)	Yes	14	-
Broke Road south of Bulga Surface Operations access road, Mount Thorley	No	n/a	-
Cessnock Road east of Oakley Lane, Singleton Military Area	No	n/a	-
Freemans Drive south of Martinsville Road, Martinsville	No	n/a	-
Martinsville Road east of Pringles Road, Martinsville	No	n/a	-

Road / Access Route	> 2.0 dB increase	Approximate offset distance (m) to comply with RNP Criteria	Number of receivers within offset distance
New England Highway west of Lemington Road, Ravensworth	No	n/a	-
Golden Highway east of Gouldsville Road, Gouldsville	No	n/a	-
Local Roads			
Watagan Road west of Martinsville Road, Martinsville	Yes	76	5
AGL Bayswater Power Station site access – west of New England Highway	No	n/a	-
Lemington Road, Ravensworth	No	n/a	-
Hayes Road (Unsealed), Millfield	Yes	163	9
Mount View Road / Mount Baker Road, Millfield	Yes	69	32
Mount View Road (Unsealed) / Mount Baker Road (Unsealed), Millfield	Yes	207	16
Pokolbin Mountains Road, Pokolbin	Yes	84	-
Pokolbin Mountains Road (Unsealed) / Broken Back Road (Unsealed), Pokolbin	Yes	155	5
Hebden Road, Muswellbrook	Yes	230	-
Pikes Gully Road, Howick	Yes	116	-
Comleroi Road, Warkworth	Yes	118	-
Gouldsville Road, Gouldsville	Yes	110	-
Oakley Lane, Broke	Yes	94	-
Oakley Lane (Unsealed), Broke	Yes	173	-
Pringles Road, Martinsville	Yes	120	1
Mount Faulk Road, Cooranbong	Yes	123	3
Mount Nelinda Road, Cooranbong	Yes	59	6

5.1.9 Construction vibration impacts

5.1.9.1 Vibration sensitive receivers

Minimum working distances for the vibration intensive equipment required to complete the work while remaining below vibration levels for cosmetic damage and human comfort (see **Section 3.8**) are provided in **Table 3-3**. The number of receivers that would be within the minimum working distances of 3-5 tonne and 8-10 tonne vibratory rollers are shown in **Table 5-17**. The construction vibration impacts from the project and location of potentially impacted receivers are shown in **Attachment G.1** and **Attachment G.2.**

The assessment shows:

- a total of eight individual receivers closest to construction areas would be within the minimum working distance for cosmetic damage, however two of these receivers would be within the project impact area. This is one fewer than reported in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

  This is inclusive of one non-residential sensitive receiver (commercial receiver - Watagan Inn) which falls within the minimum working distance for cosmetic damage during intersection upgrades. This is consistent with the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

  The change in impacts are due to the following refinements:

  - NCA05 has one additional individually impacted receiver due to the amended project containing changes to the design of access tracks.
  - NCA08 has one fewer individually impacted receiver due to the identified receiver being a non-residential receiver and there being no structure which would be subject to cosmetic damage identified at this location.
  - NCA09 has one additional individually impacted receiver due to the amended project containing a change in the design of the Wollombi Road and Mount View Road (Millfield) intersection upgrade.
  - NCA10 has one fewer individually impacted receiver due to the amended project containing changes to the design of intersection upgrades.
  - NCA11 has one fewer individually impacted receiver due to the identified receiver being a non-residential receiver and there being no structure which would be subject to cosmetic damage identified at this location.

- a total of 51 individual receivers would be between the minimum working distance for cosmetic damage and human comfort. This is seven fewer than reported in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

  The change in impacts are due to the following refinements:

  - NCA04 has one fewer individually impacted receiver due the identified receiver being a non-residential receiver.
  - NCA05 has two fewer individually impacted receivers due to the amended project containing changes to the design of access tracks, however an additional two individual receivers are predicted to be impacted due to the amended project containing changes to the design of access tracks.
  - NCA06 has two fewer individually impacted receivers due the identified receivers being non-residential receivers.
  - NCA08, two individually impacted receivers have been removed due the identified receivers being non-residential receivers, however an additional 14 individual receivers are predicted to be impacted due to the amended project containing changes to the design of access tracks.
  - NCA09 has one fewer individually impacted receiver due the identified receiver being a non-residential receiver. NCA09 also has one fewer individually impacted receiver due to a change in the design of the Wollombi Road and Mount View Road (Millfield) intersection upgrade where the receiver is now included in the minimum distance for cosmetic damage. NCA09 has one additional individually impacted receiver due to additional receivers identified post the submission of the EIS.

  - NCA10 has 10 fewer individually impacted receivers due the amended project containing changes to the design of intersection upgrades.
  - NCA11 has three fewer individually impacted receivers due to amended project containing changes to the design of access tracks.
  - NCA12 has three fewer individually impacted receivers due the identified receivers being non-residential receivers.

- a total of 57 individual receivers closest to the construction areas will be impacted by vibration. This is eight fewer than reported in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

  This is inclusive of one non-residential sensitive receiver (commercial receiver - Watagan Inn) which falls within the minimum working distance for cosmetic damage during intersection upgrades. This is consistent with the results in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 5-17 Overview of vibration impacts

Works area	Number of receivers within recommended working distance[1]	
	Cosmetic damage	Human comfort
Construction support sites, substations, laydown sites and HTP corridor	3 (2 receivers within the project impact area) (4 (3 receivers within the project impact area))	26 (19)
Access tracks and intersection upgrades	6	25 (39)
Note 1: Based on worst-case use of a 3-5 tonne or 8-10 tonne vibratory roller as relevant.		

The use of a 2-4 tonne vibratory roller in place of the larger vibratory rollers proposed would result in a reduction of impacted residential receivers within the cosmetic damage minimum working distances to two (2), both located within the project impact area. The number of residential receivers within the minimum working distance for human comfort would be reduced to 10. This is seven fewer than reported in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS where there were 17 individually impacted receivers within the minimum working distance for human comfort.

Attachment F.13 shows the overall change in impacts compared to those presented in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

The proposed mitigation measures to minimise and manage the predicted impacts are discussed in **Section 8.0**.

5.1.9.2 Heritage items

Additional features of significance or possible heritage significance were identified in the Historic heritage impact assessment addendum for the Amendment Report.

It is noted that these items are not heritage listed but described as “features of heritage or possible heritage significance”. An assessment of vibration impacts on these items based on the use of 3-5 tonne and 8-10 tonne vibratory rollers is summarised in **Table 5-18**.

Table 5-18 Project Noise Trigger Levels

Item Name	Location	Distance to nearest structure	Vibration impact and discussion
Dwelling	Warkworth	53 m from a potential tower location	Outside of minimum safe working distance for heritage item
Greenleek homestead	Warkworth	Immediately adjacent to access track upgrade works. 19 m from amended HTP corridor	**For access track works** For works immediately adjacent to the access tracks there a separation of approximately 5 m from the homestead structure. If te structure is deemed structurally sound a 1-2 tonne roller can be used up to within 5 m of the structure. If deemed structurally unsound, alternate means of compaction would need to used. **For works within HTP Corridor** If deemed structurally unsound a 2-4 tonne vibratory roller would need to be used rather than the up to 10 tonne roller proposed when within 31 m of the structure. The up to 8 tonne to 10 tonne roller can be used if deemed structurally sound.
c.1833 'Greenluk' outbuilding	Warkworth	20 m	If deemed structurally unsound a 2-4 tonne vibratory roller would need to be used rather than the up to 10 tonne roller proposed when within 31 m of the structure. The up to 8 tonne to 10 tonne roller can be used if deemed structurally sound.
Greenleek dairy	Warkworth	35 m	Outside of minimum safe working distance for heritage item
Greenleek milking shed	Warkworth	45 m	Outside of minimum safe working distance for heritage item

No additional impacts on listed heritage items is expected from the amended project and would be consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

The proposed mitigation measures to minimise and manage the predicted impacts are discussed in **Section 8.0**.

5.1.9.3 High pressure gas pipeline

No changes to access tracks in the vicinity of the Newcastle – Sydney high pressure gas pipeline are proposed and consistent with *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, vibration intensive works are not predicted to impact the buried pipeline.

5.1.9.4 Aboriginal objects

A total of 26 Aboriginal objects are within the adopted minimum 31 m safe working distance for Aboriginal heritage items. Of these, 14 are within the amended project impact area. The construction vibration impacts from the project on Aboriginal items are shown in **Attachment G.3**. It is noted that the Aboriginal heritage items are diverse in nature and not all may be particularly sensitive to vibration. Direct and indirect impacts to all identified

Aboriginal objects and sites of high significance and their immediate environment (≥55 m) within the project impact area will be avoided. Appropriate criterion for these items can be revised based on performance outcomes and field observations of the heritage item condition. Refer to *Appendix G (Aboriginal Cultural Heritage Assessment)* of the *Amendment Report* contains further discussion of potential vibration impacts.

The proposed mitigation measures to minimise and manage the predicted potential impacts on aboriginal heritage items are discussed in **Section 8.0**.

6.0 Operational noise impacts

6.1.1 Residential receiver project noise trigger levels

The Project Noise Trigger Levels (PNTLs) for operational industrial noise from the amended project at residential receivers are consistent with the PNTLs developed in the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS and are summarised in **Table 6-1**. The PNTL is the most stringent of the intrusive and amenity trigger level for each period and is shaded green.

Table 6-1 Project Noise Trigger Levels

NCA or receiver type	Period	Noise Level (dBA)				
		Recommended Amenity Noise Level (L_{Aeq})	Measured Noise Level		Project Noise Trigger Level $L_{Aeq(15minute)}$	
			RBL[1]	$L_{Aeq(period)}$	Intrusive[3]	Amenity[4,5]
NCA01	Day	55	37	-	**42**	53
	Evening	45	36	-	**41**	43
	Night	40	36	-	41	**38**
NCA03	Day	50	36	-	**41**	48
	Evening	45	33	-	**38**	43
	Night	40	32	-	**37**	38
NCA04	Day	50	35[2]	-	**40**	48
	Evening	45	31	-	**36**	43
	Night	40	31	-	**36**	38
NCA05	Day	50	38	65	**43**	48
	Evening	45	35	51	**40**	43
	Night	40	33	48	**38**	38
NCA09	Day	50	35[2]	55	**40**	48
	Evening	45	34	44	**39**	43
	Night	40	33	45	**38**	38
NCA11	Day	50	35[2]	53	**40**	48
	Evening	45	32	61	**37**	43
	Night	40	30	52	**35**	38
NCA12	Day	55	37	47	**42**	53

NCA or receiver type	Period	Noise Level (dBA)				
		Recommended Amenity Noise Level (L_{Aeq})	Measured Noise Level		Project Noise Trigger Level $L_{Aeq(15minute)}$	
			RBL[1]	$L_{Aeq(period)}$	Intrusive[3]	Amenity[4,5]
	Evening	45	35	41	**40**	43
	Night	40	31	43	**36**	38
NCA13	Day	60	43	56	**48**	58
	Evening	50	43	57	**48**	48
	Night	45	42	51	47	**43**
NCA14	Day	55	35	49	**40**	53
	Evening	45	35	44	**40**	43
	Night	40	35	43	40	**38**
All other NCAs (NCA02, NCA06, NCA08)	Day	50	35[2]	-	**40**	48
	Evening	45	30[2]	-	**35**	43
	Night	40	30[2]	-	**35**	38

Note 1: RBL = Rating Background Level.

Note 2: The NPfI minimum RBL values have been used due to the measured RBLs being equal or lower than the minimum values.

Note 3: The intrusive PNTL is the RBL + 5 dB

Note 4: The recommended amenity noise levels have been reduced by 5 dB due to other sources of industrial noise being present, or potentially present in the area in the future, in accordance with the NPfI.

Note 5: The project amenity noise levels have been converted to a 15-minute level by adding 3 dB, as outlined in the NPfI.

6.1.2 Operational noise impacts from transmission lines

Rain days in the study area have historically been observed for between 21 and 30 per cent of days, depending on the location and season, with the highest proportion of rain days during Summer and Autumn.

The historical rain days include periods of both light and heavy rain where rainfall totals equal or exceed 1 mm in a 24-hour period. It is expected that L50 conditions (light rain or mist) would form a smaller subset within these rain days. Further, it is expected that the number of days for which L50 (light rain or mist) conditions occur during the night-time period with the lowest background noise levels would be a smaller subset again.

The number of receivers with exceedance of the night-time PNTL in each relevant NCA across the length of the HTP corridor during L50 conditions is presented in **Table 6-2** and shown in **Attachment H**.

The assessment shows that during L50 conditions (light rain or mist), which is expected to be the infrequently occurring worst-case condition for audible noise impacts, 12 residential receivers are predicted to experience noise levels from the transmission lines exceeding the most stringent night-time PNTL compared to 10 as predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

The change in impact category in NCA03 is due to receiver location refinement. Realignment of the HTP corridor as part of the amended project would result in two additional potentially impacted receivers within NCA05.

No other noise sensitive receivers are predicted to have transmission line noise levels above the relevant PNTLs.

Figures in parentheses () indicate where the amended project results in a change in predicted noise impacts compared to those predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 6-2 Transmission line operational noise assessment

Transmission line	Number of residential receivers with night-time exceedance		
	≤ 2 dB	≥ 3 but ≤ 5 dB	> 5 dB
NCA01	-	-	-
NCA02	-	-	-
NCA03	-	2 (3)	2 (1)
NCA04	1	3	1
NCA05	2 (1)	1 (-)	-
NCA06	-	-	-
NCA07	-	-	-
NCA08	-	-	-
NCA09	-	-	-
NCA11	-	-	-

Note 1: Predicted level is ≤ 2 dB above the PNTL
Note 2: Predicted level is ≥ 3 but ≤ 5 dB above the PNTL
Note 3: Predicted level is > 5 dB above the PNTL

6.1.3 Significance of residual impacts

The residential receivers identified to have potential transmission line operational noise exceedances are summarised in the NPfI significance categories in **Table 6-3**. Figures in parentheses () indicate where the amended project results in a change in predicted noise impacts compared to those predicted in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 6-3 Significance of potential residual transmission line operational noise impacts

Transmission line scenario	Number of residential receivers with potential night-time impacts of significance[1]			
	Negligible	Marginal	Moderate	Significant
L50 (light rain or mist)	3 (2)	-	6	3 (2)

Note 1: Potential impact significance based on the NPfI categories as outlined in Technical Report 8 - Noise and Vibration Impact Assessment prepared for the EIS

The above assessment shows during light rain or mist L50 conditions (which is expected to be the worst-case condition for audible noise impacts) the significance of the noise impact is:

- considered to be 'significant' at three residential receivers
- considered to be 'moderate' at six residential receivers
- considered to be 'negligible' at three residential receivers.

It is noted that one of the potentially significantly impacted residential receiver would be within the HTP corridor. Additionally, this assessment is based on the horizontal distance between the HTP corridor and sensitive receivers and does not consider intervening terrain and sound propagation factors that are expected to reduce the noise levels at greater distances from the transmission line. Hence the significance of the impacts summarised in **Table 6-3** should be regarded as indicative and is expected to be reduced when further detailed design of the transmission line is undertaken.

Realignment of the HTP corridor alignment as part of the amended project would result in two additional potentially impacted receivers within NCA05.

The proposed mitigation measures to minimise and manage the potential noise impacts are discussed in **Section 8.0**.

6.1.4 Operational noise impacts from switching stations

Operational predicted maximum noise levels from the operation of the Olney switching station as consistent with those in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Predicted maximum noise levels from the operation of the Bayswater Switching Station and additional switching bays within the Bayswater Substation would be below 32 dBA L_{Amax}, at the nearest residential receivers off Hebden Road and Edderton Road significantly below the sleep disturbance noise criteria of 52 dBA. Predicted operational noise from the Bayswater South switching station is consistent with those in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS .

6.1.5 Operational noise impacts from Eraring substation

Predicted operational noise from the Eraring substation is consistent with those in *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS . Notwithstanding, predicted compliance with the PNTLs proposed mitigation measures with a view to minimising potential noise impacts from the operation of the Eraring substation are discussed in **Section 8.0**.

7.0 Cumulative impacts

This section outlines the potential cumulative noise and vibration impacts resulting from the amended project and notes where the cumulative impacts from the proposed amendments and refinements are consistent with the cumulative impacts assessed as part of the exhibited project.

7.1 Cumulative construction impacts

It is noted the ICNG does not include provisions for the cumulative assessment of construction noise from different projects. Notwithstanding, a qualitative assessment of potential cumulative construction noise from other major projects in the study has been conducted in **Table 7-1**.

Table 7-1 Potential cumulative construction impacts

Major Project	Change in Potential cumulative noise construction impacts
Consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS	
New England REZ Transmission Project	No change
Liddell Future Land Use and Enabling Works and Liddell Battery and Bayswater Ancillary Works	No change
Bayswater Power Station Upgrade	No change
Hunter Valley Operations continuation projects (HVO North Open Cut Coal Continuation Project and HVO South Open Cut Coal Continuation Project)	No change
Maison Dieu Solar Farm	No change
Wollombi Road Upgrades	No change
Hunter-Central Coast REZ Transmission Line	No change
Eraring Battery Energy Storage System	No change
Additional potential cumulative impacts from amended project	
Muswellbrook Bypass	From the information contained within *New England Highway bypass of Muswellbrook – Addendum review of environmental factors* document number EMF-PA-PR-0070-TT18 dated August 2025 prepared by Aecom Australia Pty Ltd and Transport for NSW, the nearest construction works associated with the bypass are located approximately 7 km from the nearest HTP construction works. Given the significant separation distance cumulative noise impacts from construction works are not likely.

7.2 Cumulative operational impacts

Similar to the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS, the significance of noise and vibration impacts at sensitive receivers from aircraft, maintenance traffic and ground-based maintenance activities during operation is considered minimal and therefore cumulative operational impacts from the amended project and other industrial noise sources within the study area are also considered to be minimal.

Noise levels from the operation of the Eraring substation are predicted to be within the relevant PNTL, in accordance with the NPfI no additional consideration of cumulative industrial noise is required.

Given the proximity of potentially impacted receivers to corona noise from the operation of the power transmission lines and other significant industrial noise sources, cumulative impacts are predicted to be negligible throughout the study area.

8.0 Management

8.1 Noise mitigation and management overview

The approach to noise mitigation and management is consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Potential noise and vibration impacts have been identified in the construction and operational impact assessments in **Section 5.0** and **Section 6.0** respectively. Where exceedances are identified, reasonable and feasible mitigation measures would be used to manage potential impacts. This report recommends in-principle mitigation measures and where further assessment would be undertaken.

8.1.1 Construction noise mitigation overview

The NMLs and safe working distances identified in this addendum report have been applied to determine where measures for the control of potential construction noise and vibration impacts are required. The amended project should apply all feasible and reasonable work practices to meet the NMLs, where possible, and inform all potentially impacted residents of the nature of work to be carried out, the expected noise levels, duration of noise and vibration generating construction work, and contact details during construction.

A Noise and Vibration Management Plan (NVMP) will be prepared to provide the framework and mechanisms for the management and mitigation of all potential noise and vibration construction impacts from the amended project. The NVMP will include:

- confirmation of nearby sensitive receivers
- confirmation of work, construction equipment and hours of work would be completed and quantify resulting impacts at sensitive receivers.
- criteria for the project and approval conditions
- procedures and mitigation measures for potential impacts during out-of-hours work
- requirements for noise and vibration monitoring
- details of how community consultation in relation to noise and vibration would be completed
- procedures for handling complaints
- details on how respite would be applied where ongoing high impacts are expected at certain receivers.

Specific construction mitigation measures recommended for the amended project are listed in **Section 8.2**.

8.1.2 Operational noise mitigation overview

The typical hierarchy for mitigation and management of industrial noise sources is as follows:

- reducing noise emissions at the source (ie noise source control)

- reducing noise in transmission to the receiver (ie noise path control)
- reducing noise at the receiver (ie at-receiver control).

Specific operational mitigation measures recommended for the project are listed in **Section 8.2**.

8.2 Summary of specific mitigation and management measures

The outcomes of the addendum noise and vibration impact assessment for the amended project are generally consistent with the *Technical Report 8 - Noise and Vibration Impact Assessment* prepared for the EIS.

Table 8-1 provides a summary of the mitigation measures for the potential noise and vibration impacts for the amended project and would be included in the construction NVMP and operational management plans for the project.

These amended mitigation measures form the finalised mitigation measures to inform the approval of the amended project and management of impacts through the construction and operation of the amended project, should it be approved.

Table 8-1 Proposed mitigation measures – noise

ID No.	Issue	Mitigation measure	Timing	Applicable location(s)
Construction noise and vibration				
NV1	General noise and vibration	A Construction Noise and Vibration Management Plan (CNVMP) will be prepared to provide the framework and mechanisms for the management and mitigation of all potential noise and vibration construction impacts from the project. The CNVMP will include: • confirmation of nearby sensitive receivers • confirmation of work, construction equipment and hours of work would be completed and quantify resulting impacts at sensitive receivers. • criteria for the project and approval conditions • procedures and mitigation measures for potential impacts during out-of hours work • requirements for noise and vibration monitoring • details of how community consultation in relation to noise and vibration would be completed • procedures for handling complaints • details on how respite would be applied where ongoing high impacts are expected at certain receivers.	Detailed design Construction	Project impact area and sensitive receivers

ID No.	Issue	Mitigation measure	Timing	Applicable location(s)
NV2	Prolonged construction noise impact from fixed work areas	Noise path control, such as hoarding or earth bunds, will be investigated and implemented where required. Positioning of site structures will be considered to act as barriers between noisy work and receivers where practical.	Detailed design Construction	Construction support sites, laydown areas, substations and switching stations where receivers are predicted to be noise affected and near fixed work areas with long work durations
NV3	Out of hours construction works	An out of hours (OOH) work protocol that details how the project will identify, assess and approve out of hours work outside standard construction hours will be developed and implemented. The protocol will include provisions to: • carry out additional assessments for work proposed outside standard construction hours, to confirm noise levels at potentially affected sensitive receivers and determine suitable mitigation measures to minimise noise levels • notify and engage with potentially noise affected receivers about upcoming work outside standard construction hours and address any associated complaints • identify appropriate respite for noise affected receivers (where required).	Detailed design Construction	Stringing transmission lines across main roads (M1 Pacific Motorway, Wollombi Road, Cessnock Road, Putty Road, Lemington Road) Other works that may need to be conducted out of standard construction hours
NV4	Construction noise impacts	Where construction is likely to result in exceedances of NMLs at sensitive receivers, mitigation and management measures will be implemented where practicable and appropriate. This will include (but is not limited to) the following measures: • select quieter plant and equipment and use alternative construction methods to minimise noise levels • plan and schedule concurrent noisy activities to minimise the number of items of noisy plant operating at one time and cumulative noise levels • install screens or use barriers to mitigate noise from stationary noise sources • maximise the offset distance between noisy plant and sensitive receivers • orient noisy plant and equipment away from sensitive receivers	Construction	Project impact area.

ID No.	Issue	Mitigation measure	Timing	Applicable location(s)
		• use noise source controls, such as residential class mufflers, to reduce noise from all regularly used plant including cranes, excavators and trucks • use non-tonal reversing alarms in place of traditional beeper reversing alarms during OOH where noise impacts are predicted • turn off machinery when not in use • confirm equipment is maintained in accordance with manufacture's requirements to minimise generation of excessive noise • operate machinery in a manner which reduces occurrence of maximum noise level events, such as excavator bucket impacts, material drop heights, steel on steel impacts and dragging materials across hard surfaces • provide awareness training regarding noise mitigation measures to be implemented as part of regular toolbox meetings • notify and consult with potentially noise affected receivers about upcoming noisy activities • confirm that noise affected receivers outside standard construction hours and highly noise affected sensitive receivers are managed with consideration to the CNVG additional mitigation measures such as notifications, verification, and respite where appropriate.		
NV5	Construction noise validation	Monitoring will be carried out at representative locations during noise intensive activities that have the potential to cause noise exceedances at sensitive receivers, to confirm that actual levels are consistent with the predictions and that appropriate mitigation measures have been implemented.	Construction	Project impact area
NV6	Noise levels from construction traffic	All construction vehicle movements will adhere to the following measures: • out-of-hours vehicle movements will be minimised where possible • construction delivery vehicles will be fitted with straps rather than chains for unloading, wherever possible	Construction	Public roads and access tracks

ID No.	Issue	Mitigation measure	Timing	Applicable location(s)
		• use of engine compression brakes will be avoided at night and in residential areas • site access points and access tracks will be located as far as practical away from sensitive receivers • traffic flow, parking and loading/unloading areas will be planned to minimise reversing movements • construction inductions will include driver behaviour requirements to minimise vehicle noise emissions.		
NV7	Vibration	Where vibration intensive work is required within the recommended minimum working distances and is considered likely to exceed the cosmetic damage criteria: • different construction methods with lower source vibration levels will be investigated and implemented, where feasible • confirm any vibration-sensitive heritage structures that could be impacted by the proposed works including confirming the structural integrity of the structure and applying appropriate vibration criteria • vibration monitoring will be undertaken at the start of work to determine actual vibration levels at the receiver • work will be ceased if the monitoring indicates vibration levels are likely to, or do, exceed the relevant criteria. • direct and indirect impacts to all identified aboriginal objects and sites of high significance and their immediate environment (≥55 metres) within the project impact area will be avoided.	Construction	Project impact area
NV8	Construction aircraft noise	Management measures will be implemented to minimise aircraft noise at sensitive receivers where practicable and appropriate, including: • notifying nearby sensitive receivers of upcoming work involving aircraft. This will include use of helipads within construction support sites, flight paths outside of the project impact area and stringing or other work within the HTP corridor.	Construction	HTP corridor and construction support sites.

ID No.	Issue	Mitigation measure	Timing	Applicable location(s)
		Notification will include scheduled dates, locations, indicative hours and a description of the proposed work. • prioritising use of helipad locations at the construction support sites with the maximum distance offset from sensitive receivers (Hebden Road and Pikes Gully support sites). • varying flight paths between helipads and the HTP corridor to avoid repeated helicopter noise at sensitive receivers. • operating aircraft in accordance with Airservices Australia *Environmental Principles and Procedures for Minimising the Impact of Aircraft Noise* (2002) and the Helicopter Association International (HAI) Fly Neighbourly Guide.		
Operational noise				
NV9	Operational transmission line noise	Operational transmission line noise impacts will be reviewed during detailed design, once the transmission line placement, conductor arrangement and any property acquisitions are known. For each residence where potential operational noise levels are predicted to exceed the PNTL, noise monitoring to confirm actual operational noise levels will be carried out at representative locations following commencement of project operation. The noise monitoring will occur during representative L50 weather/atmospheric conditions conducive to generating noise from corona discharge. For residences where the monitoring identifies corona discharge levels above PNTLs, consultation will be undertaken with the landowner of the affected residence to identify solutions. Once the appropriate solutions have been agreed with the landowner, these will be implemented as soon as reasonably practical.	Operation	Transmission line (HTP corridor)
NV 10	Operational switching station and substation noise	Operational switching station and substation noise impacts will be reviewed during detailed design. The design will consider the following measures with a view to minimising noise impacts:	Detailed design and operation	Bayswater South and Olney switching stations Eraring substation

ID No.	Issue	Mitigation measure	Timing	Applicable location(s)
		• selection of equipment with consideration of operating sound power levels where feasible • incorporation of transformer and reactor barriers where reasonable and feasible.		

9.0 References

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Attachment A Acoustic terminology

Noise and Vibration Impact Assessment Addendum

Hunter Transmission Project – Amendment

EnergyCo

SLR Project No.: 630.032094.00001

17 February 2026

1. Sound Level or Noise Level

The terms 'sound' and 'noise' are almost interchangeable, except that 'noise' often refers to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure. the human ear responds to changes in sound pressure over a very wide range with the loudest sound pressure to which the human ear can respond being ten million times greater than the softest. the decibel (abbreviated as dB) scale reduces this ratio to a more manageable size by the use of logarithms.

the symbols SPL, L or LP are commonly used to represent Sound Pressure Level. the symbol LA represents A-weighted Sound Pressure Level. the standard reference unit for Sound Pressure Levels expressed in decibels is 2 x 10^{-5} Pa.

2. 'A' Weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an 'A-weighting' filter. This is an electronic filter having a frequency response corresponding approximately to that of human hearing.

People's hearing is most sensitive to sounds at mid frequencies (500 Hz to 4,000 Hz), and less sensitive at lower and higher frequencies. Different sources having the same dBA level generally sound about equally loud.

A change of 1 dB or 2 dB in the level of a sound is difficult for most people to detect, whilst a 3 dB to 5 dB change corresponds to a small but noticeable change in loudness. A 10 dB change corresponds to an approximate doubling or halving in loudness. the table below lists examples of typical noise levels.

Sound Pressure Level (dBA)	Typical Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely noisy
110	Grinding on steel	
100	Loud car horn at 3 m	Very noisy
90	Construction site with pneumatic hammering	
80	Kerbside of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to quiet
50	General Office	
40	Inside private Office	Quiet to very quiet
30	Inside bedroom	
20	Recording studio	Almost silent

Other weightings (eg B, C and D) are less commonly used than A-weighting. Sound Levels measured without any weighting are referred to as 'linear', and the units are expressed as dB(lin) or dB.

3. Sound Power Level

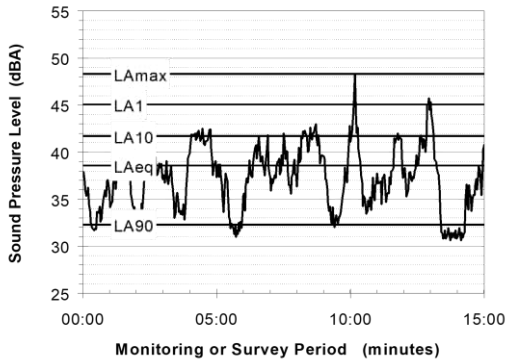
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dBA), but may be identified by the symbols SWL or LW, or by the reference unit 10^{-12} W.

the relationship between Sound Power and Sound Pressure is similar to the effect of an electric radiator, which is characterised by a power rating but has an effect on the surrounding environment that can be measured in terms of a different parameter, temperature.

4. Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels LAN, where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. for example, the LA1 is the noise level exceeded for 1% of the time, LA10 the noise exceeded for 10% of the time, and so on.

The following figure presents a hypothetical 15 minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

L_{A1} The noise level exceeded for 1% of the 15 minute interval.

L_{A10} The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.

L_{A90} The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.

L_{Aeq} The A-weighted equivalent noise level (basically, the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.

5. Frequency Analysis

Frequency analysis is the process used to examine the tones (or frequency components) which make up the overall noise or vibration signal.

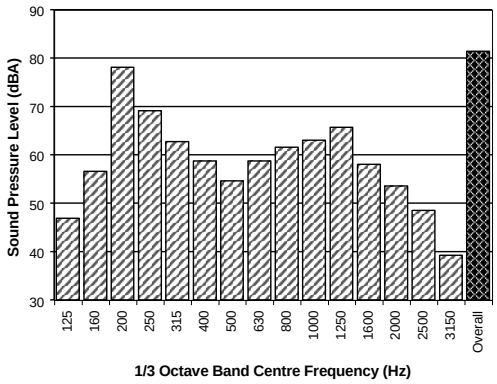
The units for frequency are Hertz (Hz), which represent the number of cycles per second.

Frequency analysis can be in:

- Octave bands (where the centre frequency and width of each band is double the previous band)
- 1/3 octave bands (three bands in each octave band)

Narrow band (where the spectrum is divided into 400 or more bands of equal width)

the following figure shows a 1/3 octave band frequency analysis where the noise is dominated by the 200 Hz band. Note that the indicated level of each individual band is less than the overall level, which is the logarithmic sum of the bands.



6. Annoying Noise (Special Audible Characteristics)

A louder noise will generally be more annoying to nearby receivers than a quieter one. However, noise is often also found to be more annoying and result in larger impacts where the following characteristics are apparent:

- **Tonality** - tonal noise contains one or more prominent tones (ie differences in distinct frequency components between adjoining octave or 1/3 octave bands), and is normally regarded as more annoying than 'broad band' noise.
- **Impulsiveness** - an impulsive noise is characterised by one or more short sharp peaks in the time domain, such as occurs during hammering.
- **Intermittency** - intermittent noise varies in level with the change in level being clearly audible. An example would include mechanical plant cycling on and Off.
- **Low Frequency Noise** - low frequency noise contains significant energy in the lower frequency bands, which are typically taken to be in the 10 to 160 Hz region.

7. Vibration

Vibration may be defined as cyclic or transient motion. This motion can be measured in terms of its displacement, velocity or acceleration. Most assessments of human response to vibration or the risk of damage to buildings use measurements of vibration velocity. These may be expressed in terms of 'peak' velocity or 'rms' velocity.

The former is the maximum instantaneous velocity, without any averaging, and is sometimes referred to as 'peak particle velocity', or PPV. The latter incorporates 'root mean squared' averaging over some defined time period.

Vibration measurements may be carried out in a single axis or alternatively as triaxial measurements (ie vertical, longitudinal and transverse).

The common units for velocity are millimetres per second (mm/s). As with noise, decibel units can also be used, in which case the reference level should always be stated. A vibration level V, expressed in mm/s can be converted to decibels by the formula 20 log (V/Vo), where Vo is the reference level (10^{-9} m/s). Care is required in this regard, as other reference levels may be used.

8. Human Perception of Vibration

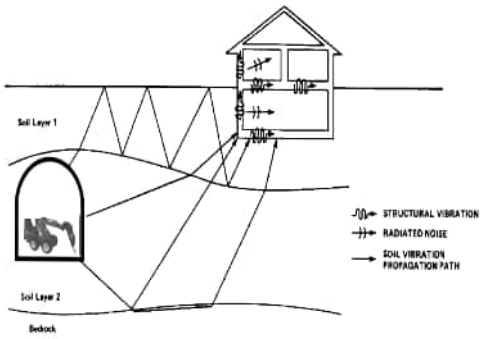
People are able to 'feel' vibration at levels lower than those required to cause even superficial damage to the most susceptible classes of building (even though they may not be disturbed by the motion). An individual's perception of motion or response to vibration depends very strongly on previous experience and expectations, and on other connotations associated with the perceived source of the vibration. For example, the vibration that a person responds to as 'normal' in a car, bus or train is considerably higher than what is perceived as 'normal' in a shop, office or dwelling.

9. Ground-borne Noise, Structure-borne Noise and Regenerated Noise

Noise that propagates through a structure as vibration and is radiated by vibrating wall and floor surfaces is termed 'structure-borne noise', 'ground-borne noise' or 'regenerated noise'. This noise originates as vibration and propagates between the source and receiver through the ground and/or building structural elements, rather than through the air.

Typical sources of ground-borne or structure-borne noise include tunnelling works, underground railways, excavation plant (eg rockbreakers), and building services plant (eg fans, compressors and generators).

The following figure presents an example of the various paths by which vibration and ground-borne noise may be transmitted between a source and receiver for construction activities occurring within a tunnel.



The term 'regenerated noise' is also used in other instances where energy is converted to noise away from the primary source. One example would be a fan blowing air through a discharge grill. The fan is the energy source and primary noise source. Additional noise may be created by the aerodynamic effect of the discharge grill in the airstream. This secondary noise is referred to as regenerated noise.

Attachment B Project receiver map

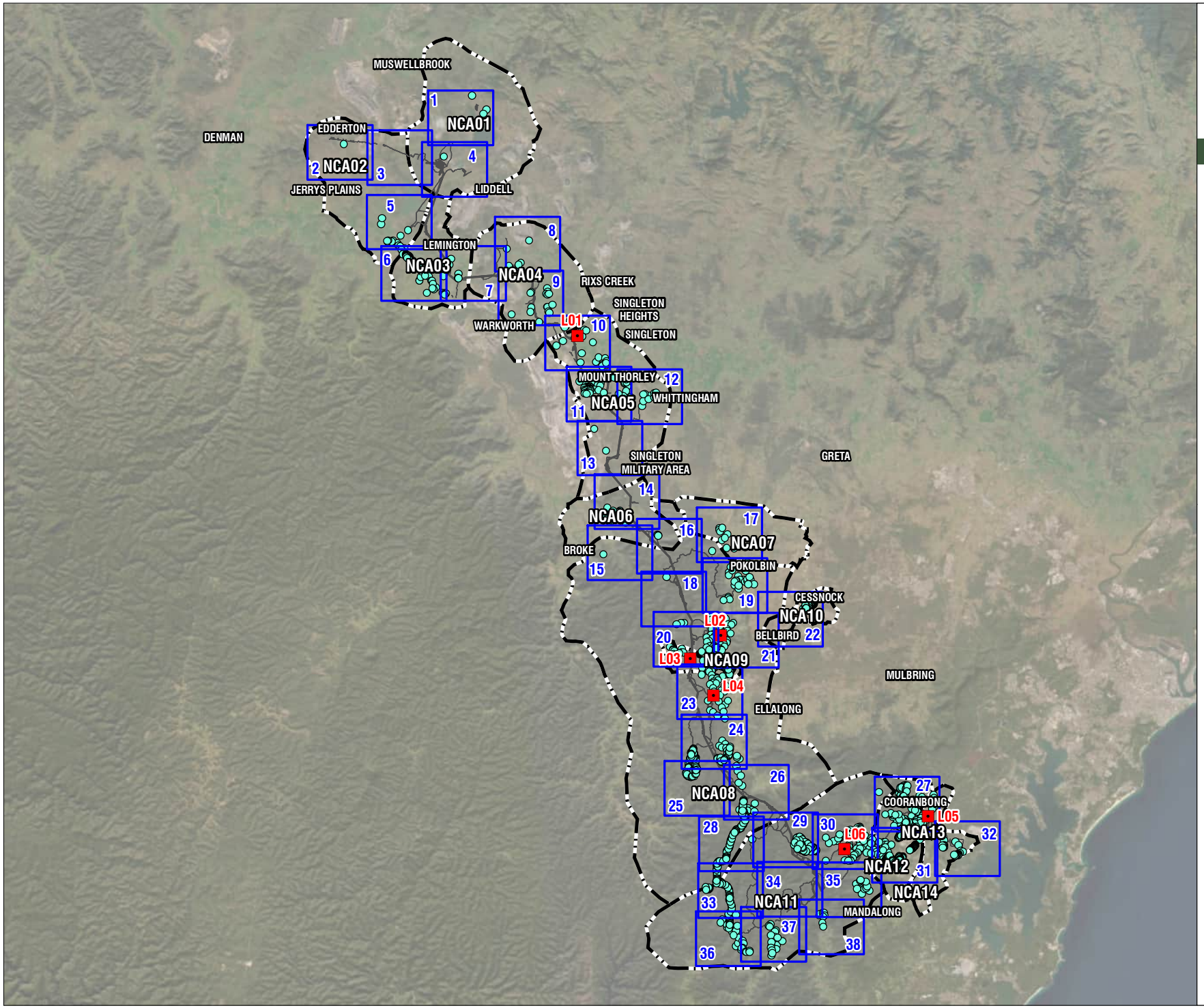
Noise and Vibration Impact Assessment

Hunter Transmission Project

EnergyCo

SLR Project No.: 630.032094.00001

16 February 2026



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

ATTACHMENT B

LEGEND

- # Mapsheet and mapsheet number
- NCA boundary
- Noise monitoring location
- Sensitive receiver

0 7.5 15 km

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:550,000 at A4
Project Number:	630.032094
Date:	15-Dec-2025
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

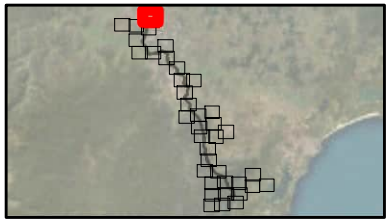
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Accommodation site
- Construction support site
- Intersections (typical)

Sensitive Receivers

- Other (Passive recreation)
- Residential

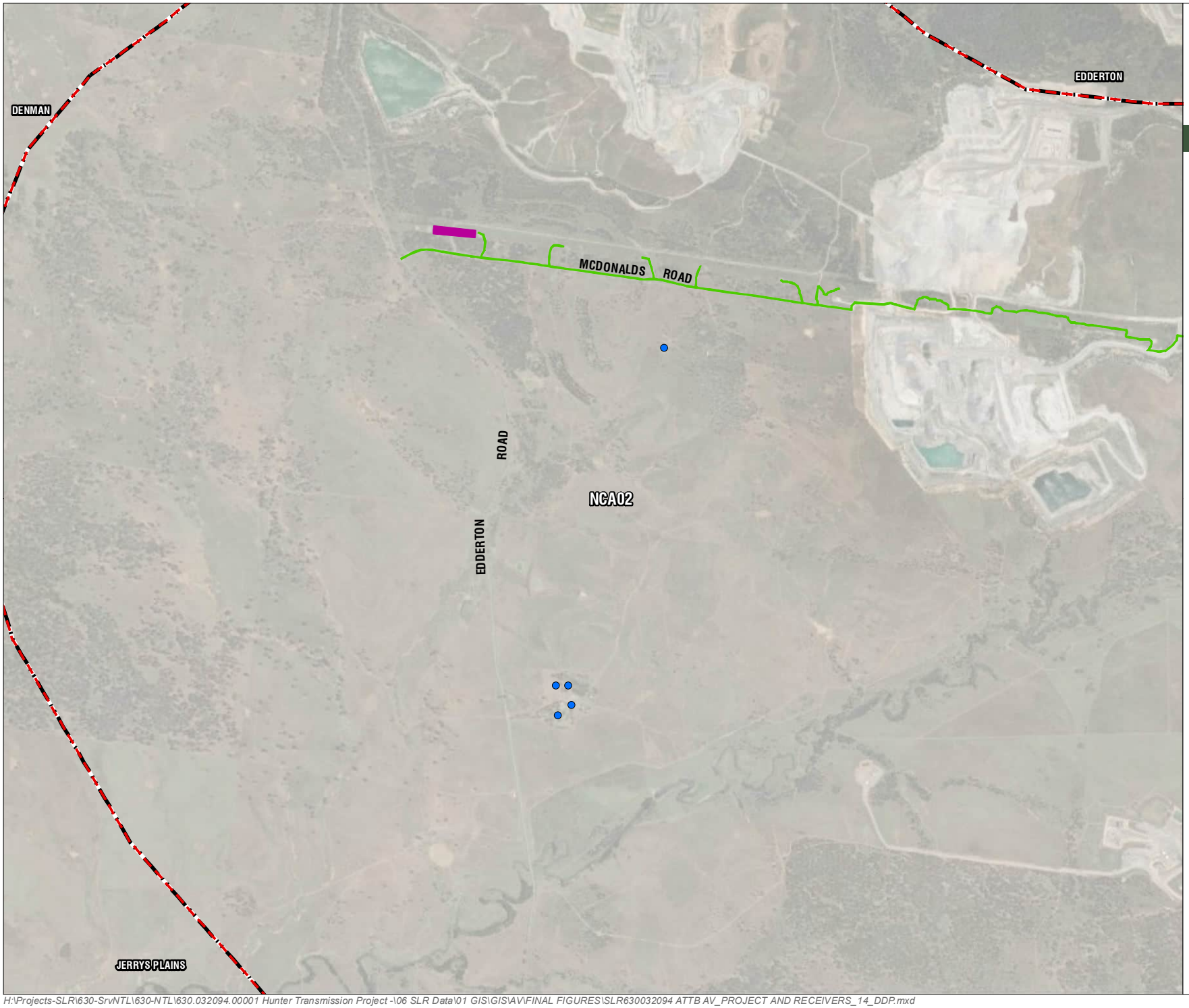


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

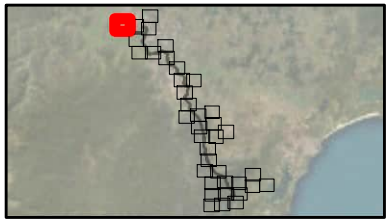
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Stringing site

Sensitive Receivers

- Residential

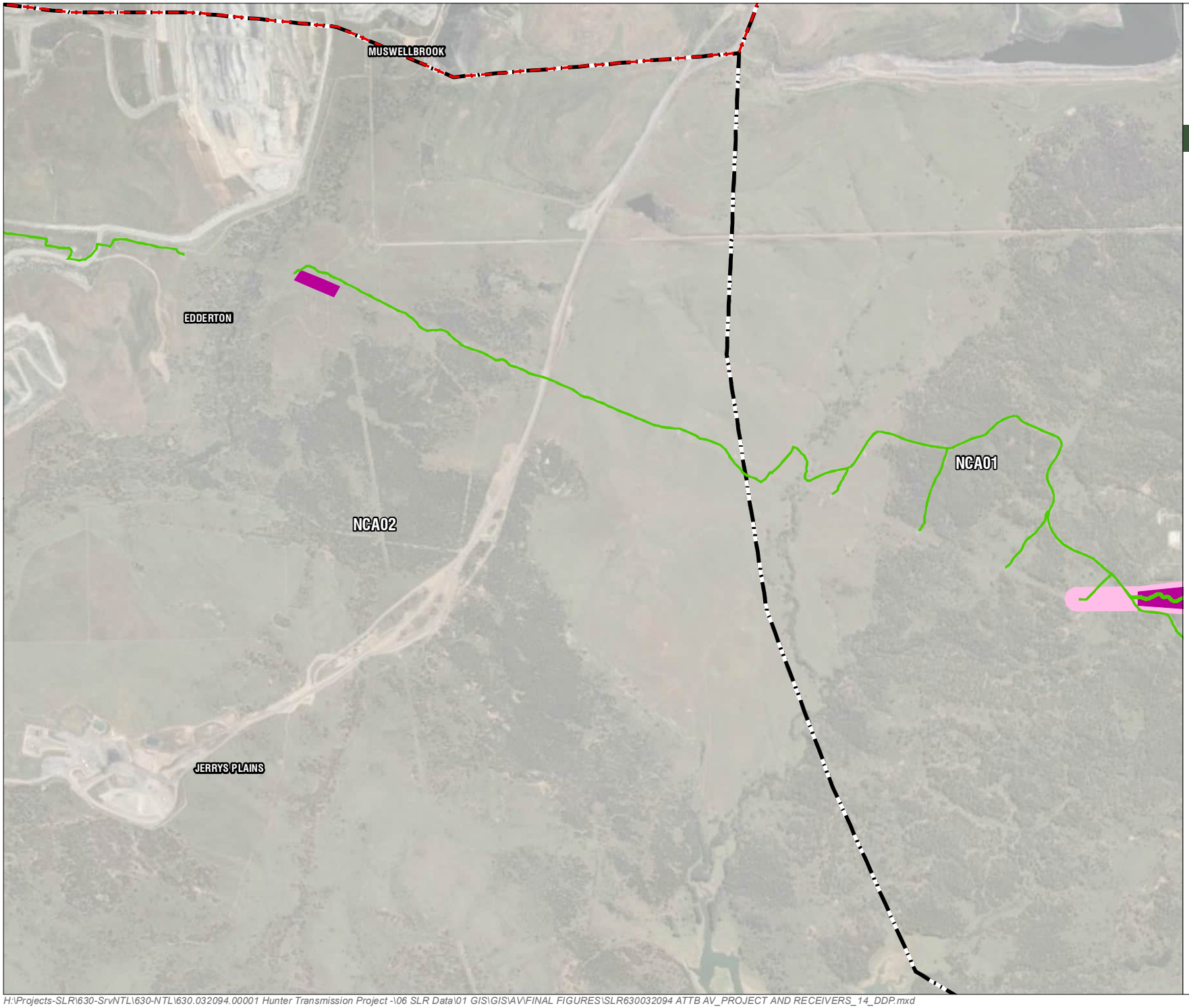


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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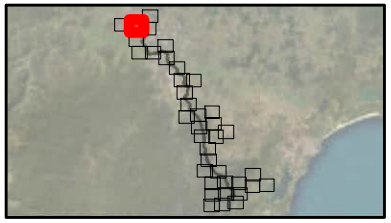
HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

ATTACHMENT B

LEGEND

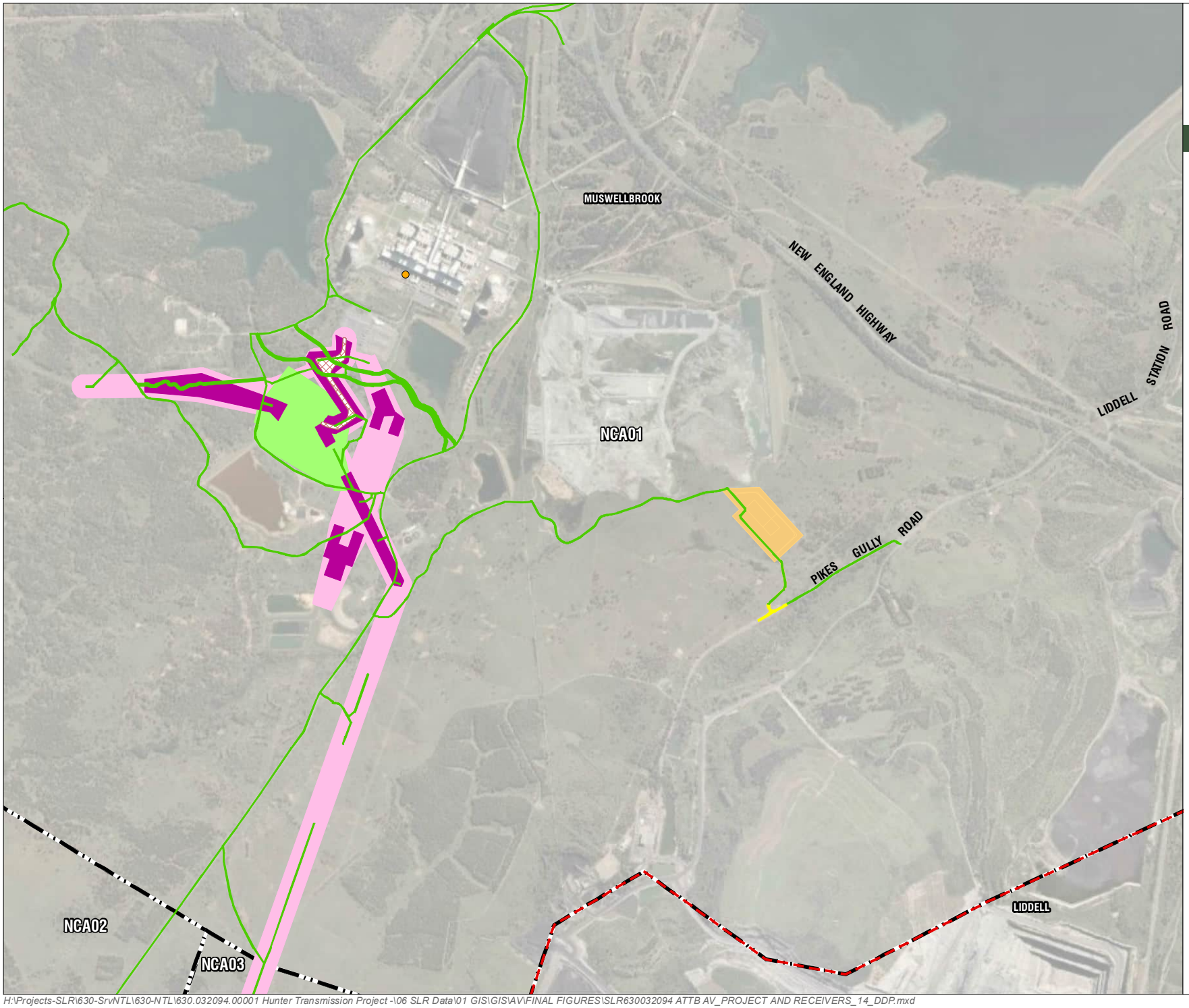
- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Stringing site



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

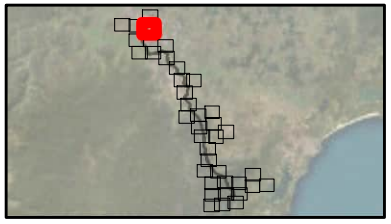
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Construction support site
- HTP Easement
- Intersections (typical)
- Stringing site
- Substation site (underground)
- Switching station

Sensitive Receivers

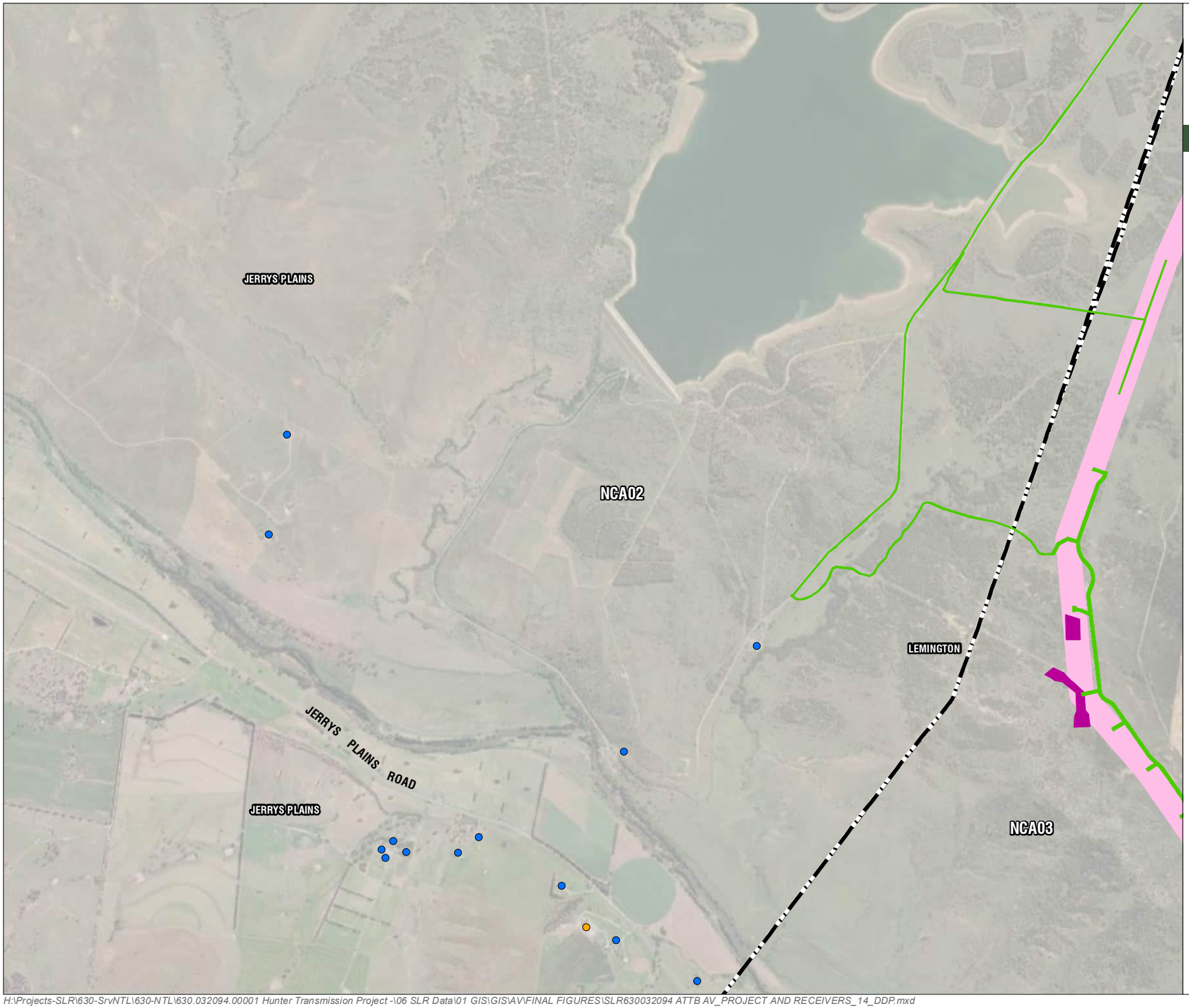
- Industrial



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

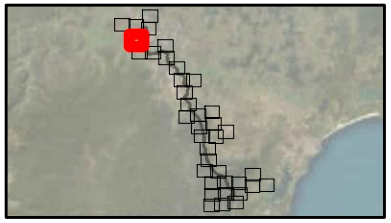
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Stringing site

Sensitive Receivers

- Industrial
- Residential

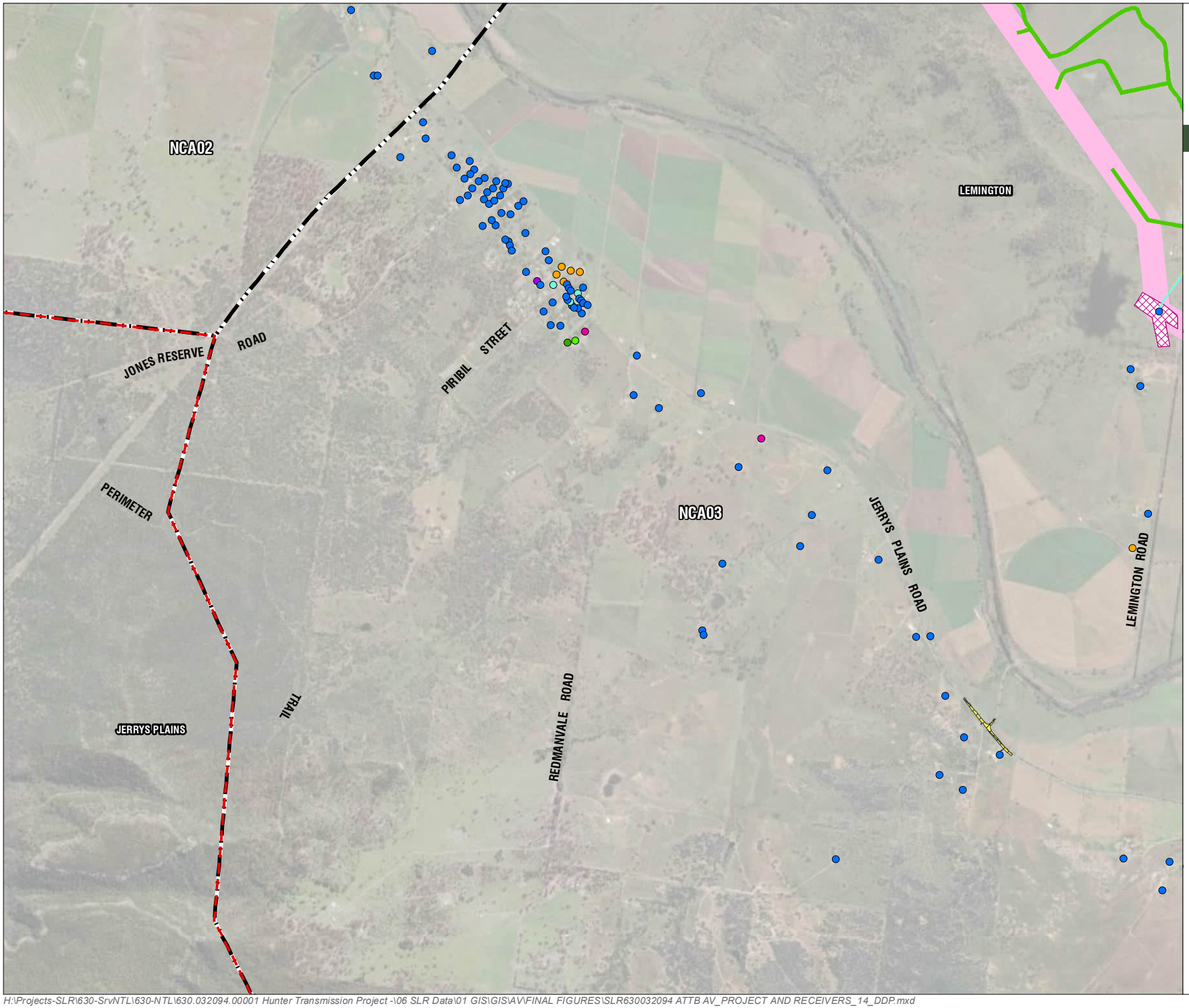


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Coordinate System:	GDA2020 MGA Zone 56
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Date:	11-Feb-2026
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

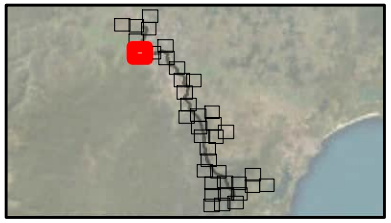
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (intensive)
- Stringing site
- Stringing site (out of hours)

Sensitive Receivers

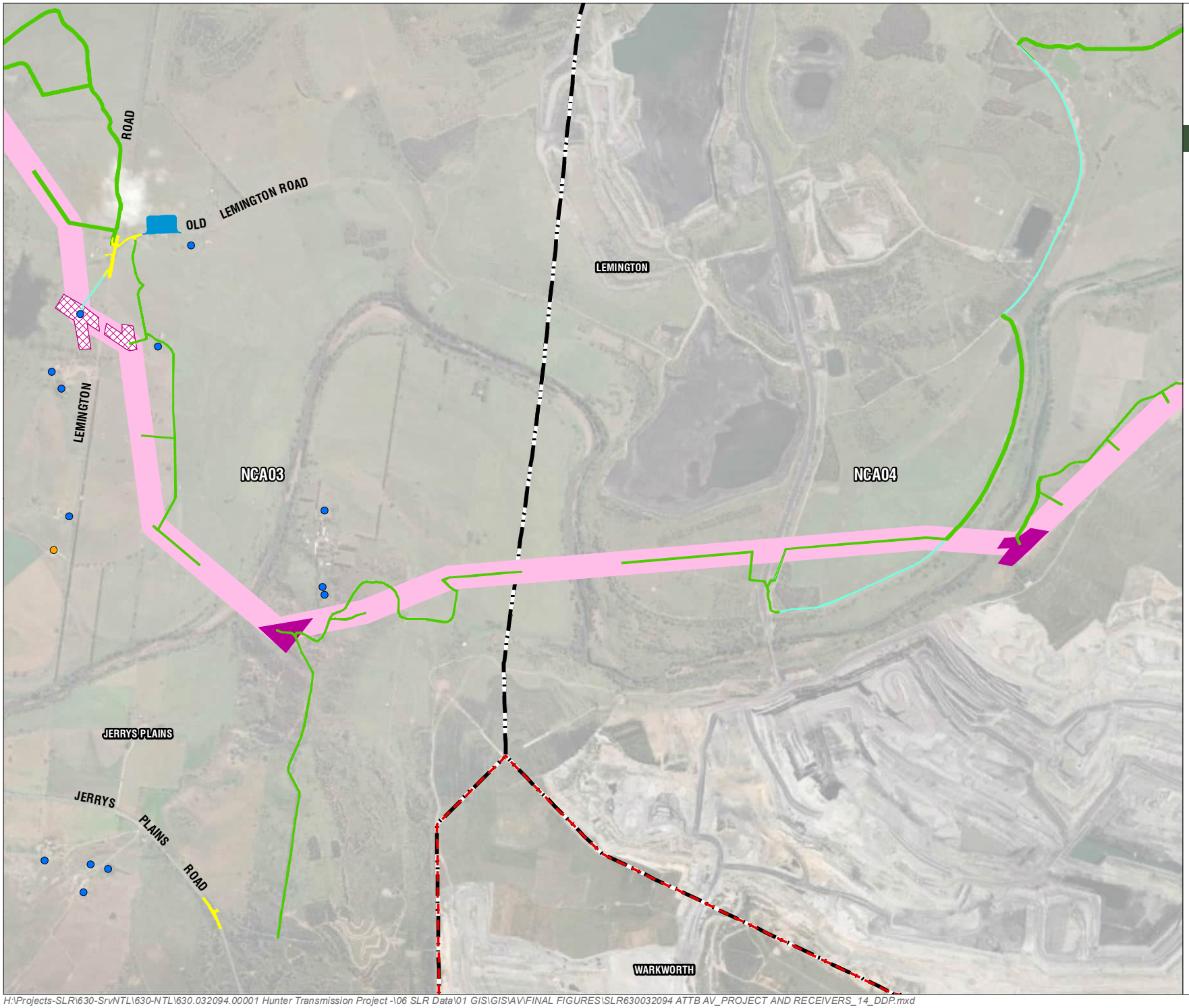
- Commercial
- Industrial
- Other (Active recreation)
- Other (Education)
- Other (Passive recreation)
- Other (Place of worship)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

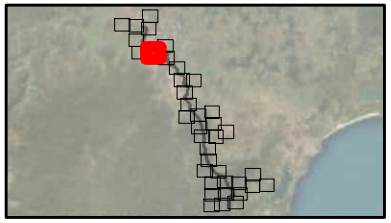
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)
- Laydown area
- Stringing site
- Stringing site (out of hours)

Sensitive Receivers

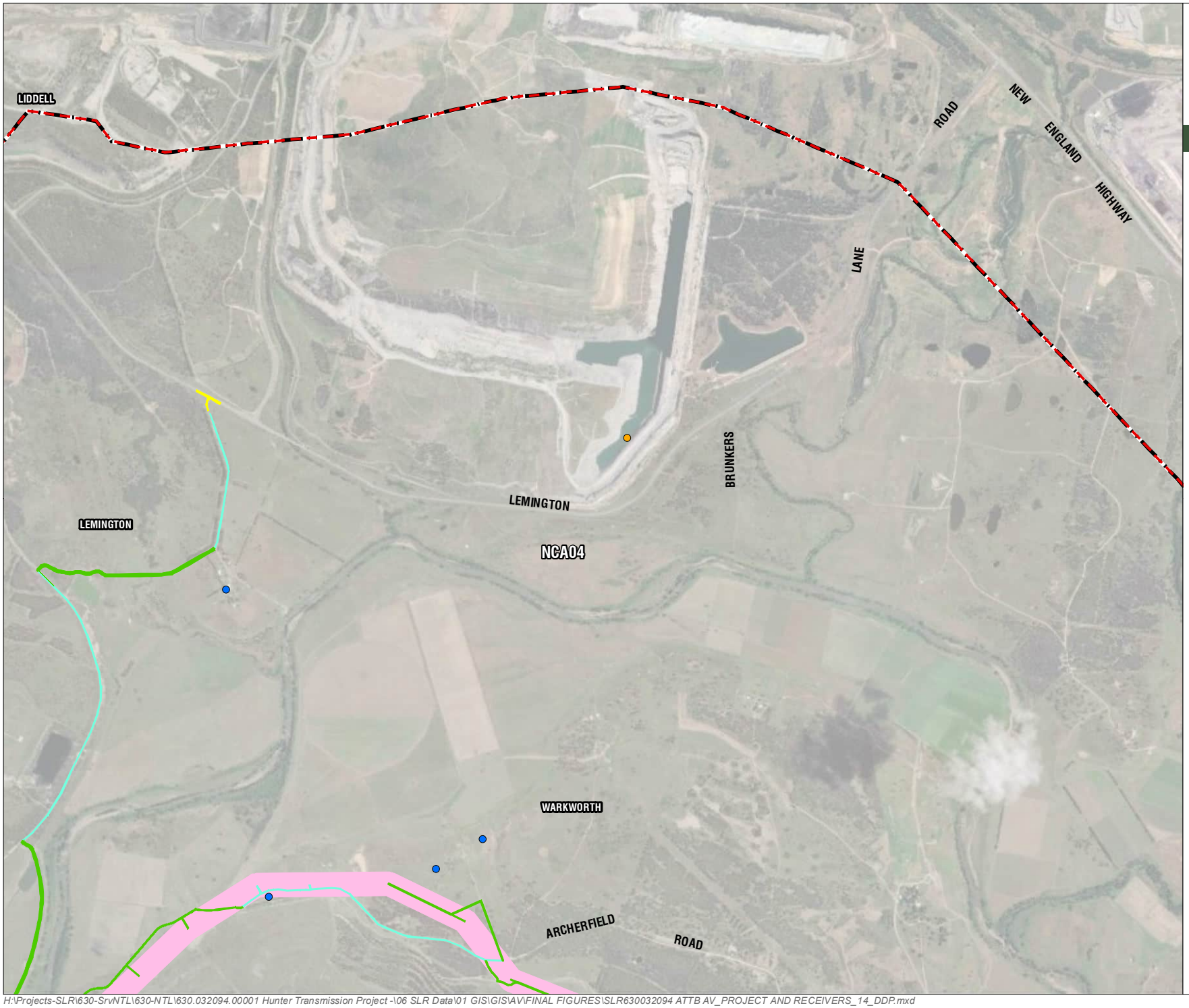
- Industrial
- Residential



0 250 500 m

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

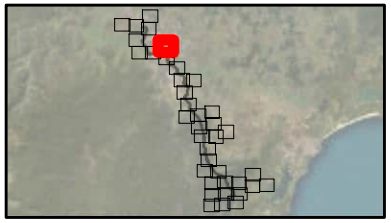
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)

Sensitive Receivers

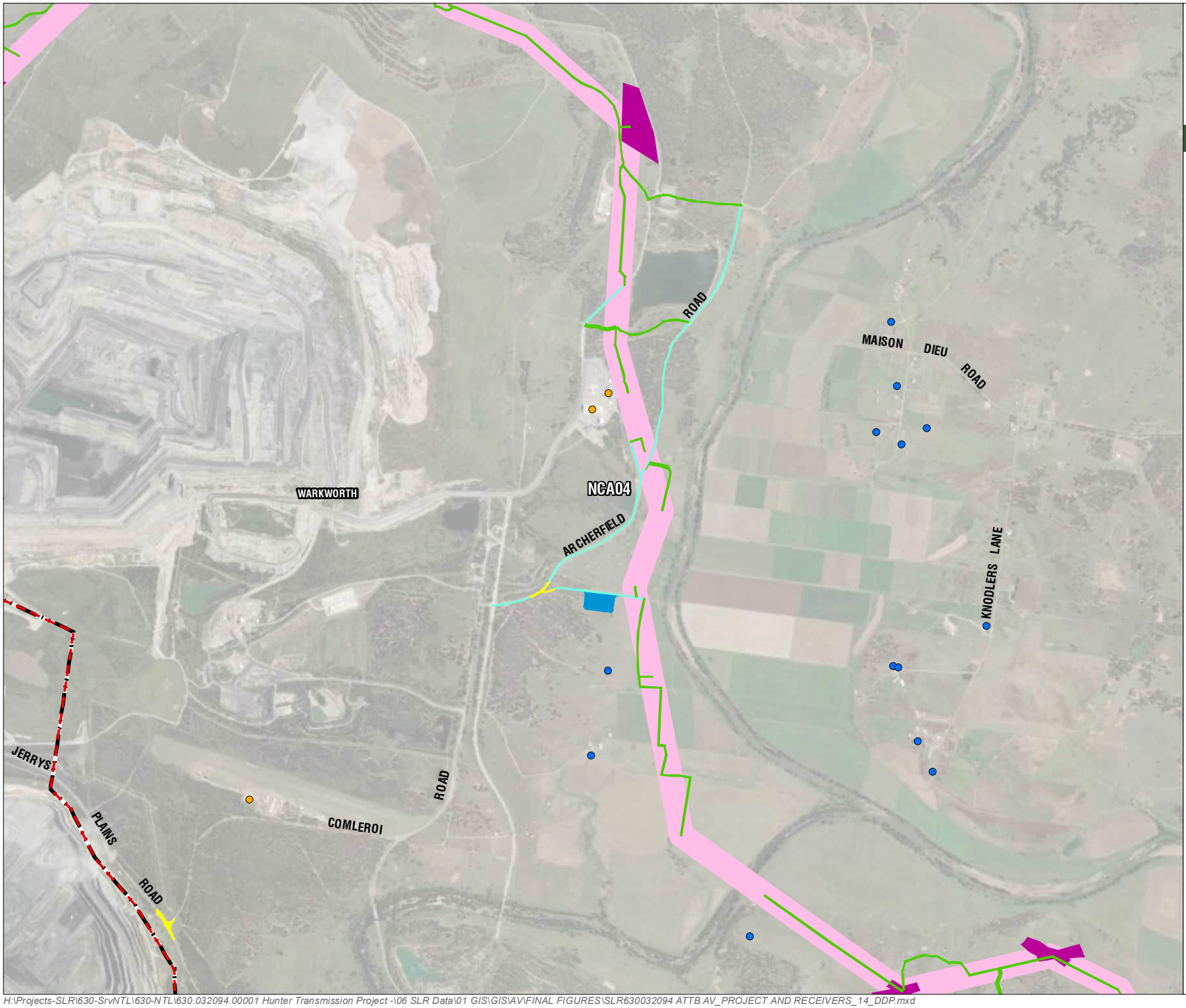
- Industrial
- Residential



0 250 500 m

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

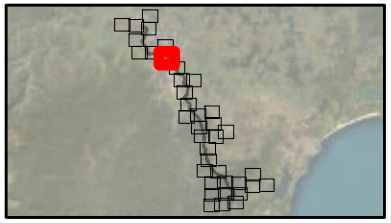
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)
- Laydown area
- Stringing site

Sensitive Receivers

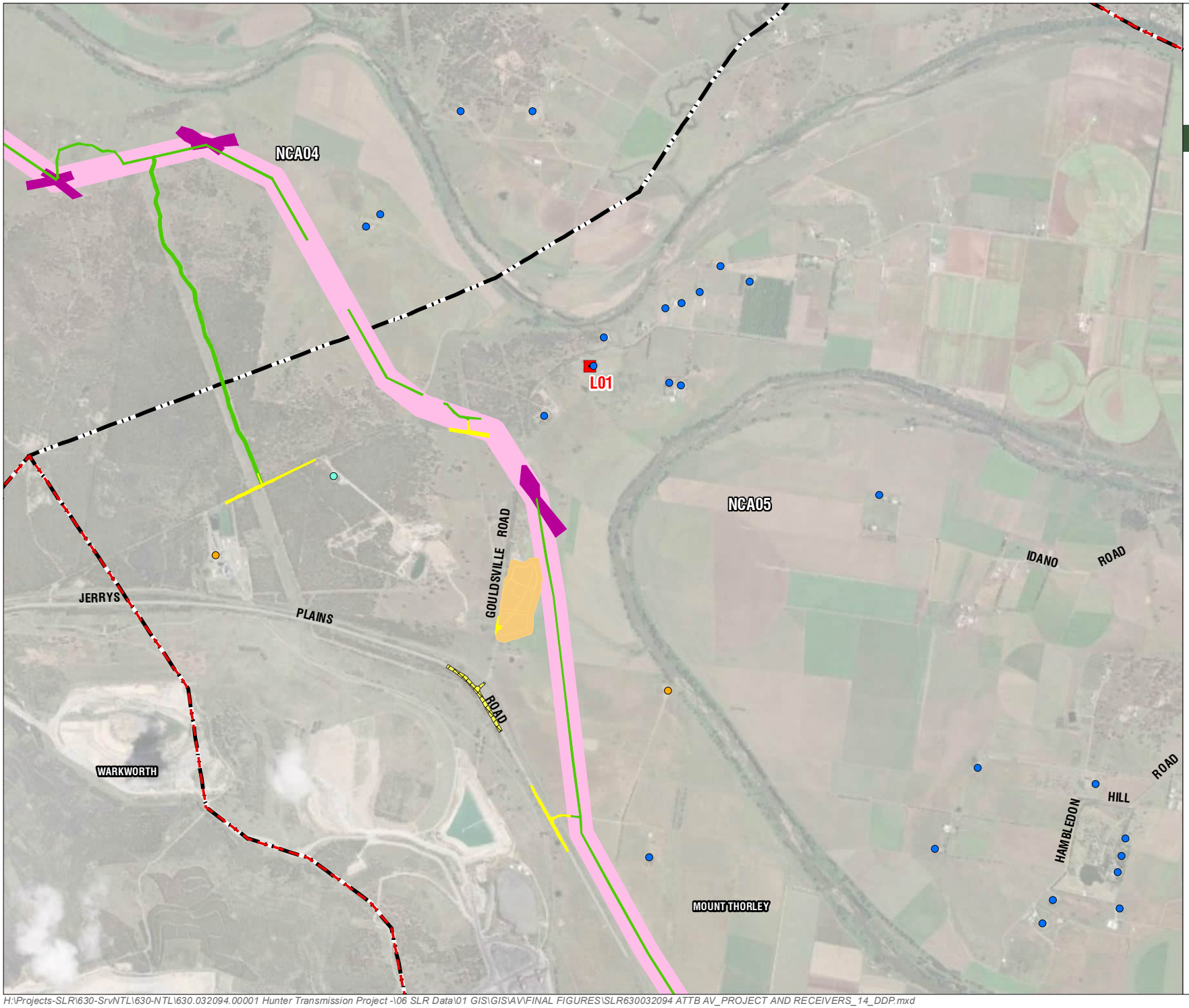
- Industrial
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

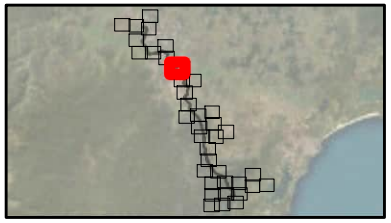
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Construction support site
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing site
- Noise monitoring location

Sensitive Receivers

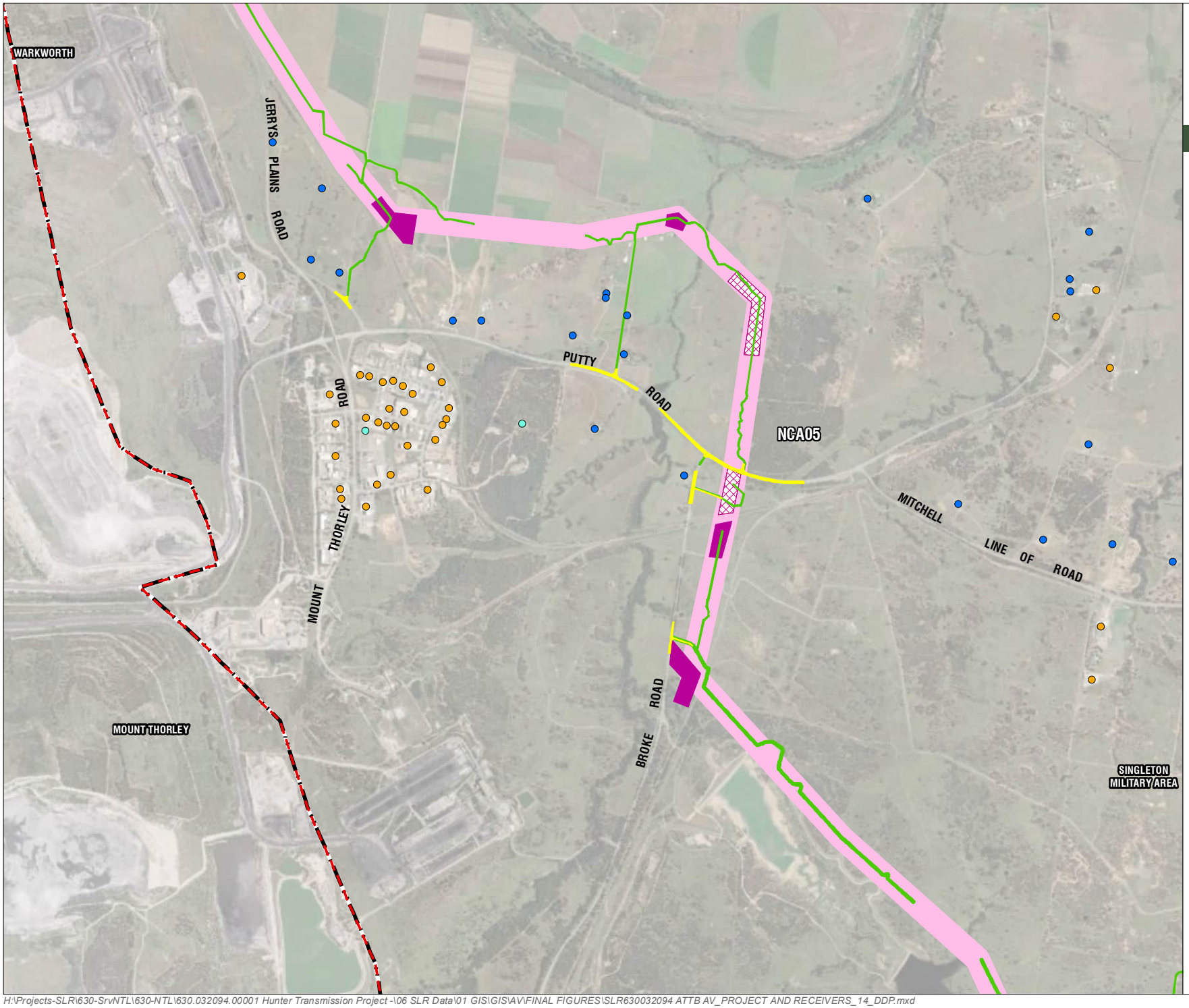
- Commercial
- Industrial
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

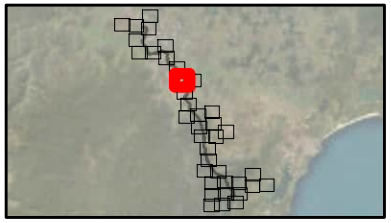
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Stringing site
- Stringing site (out of hours)

Sensitive Receivers

- Commercial
- Industrial
- Residential

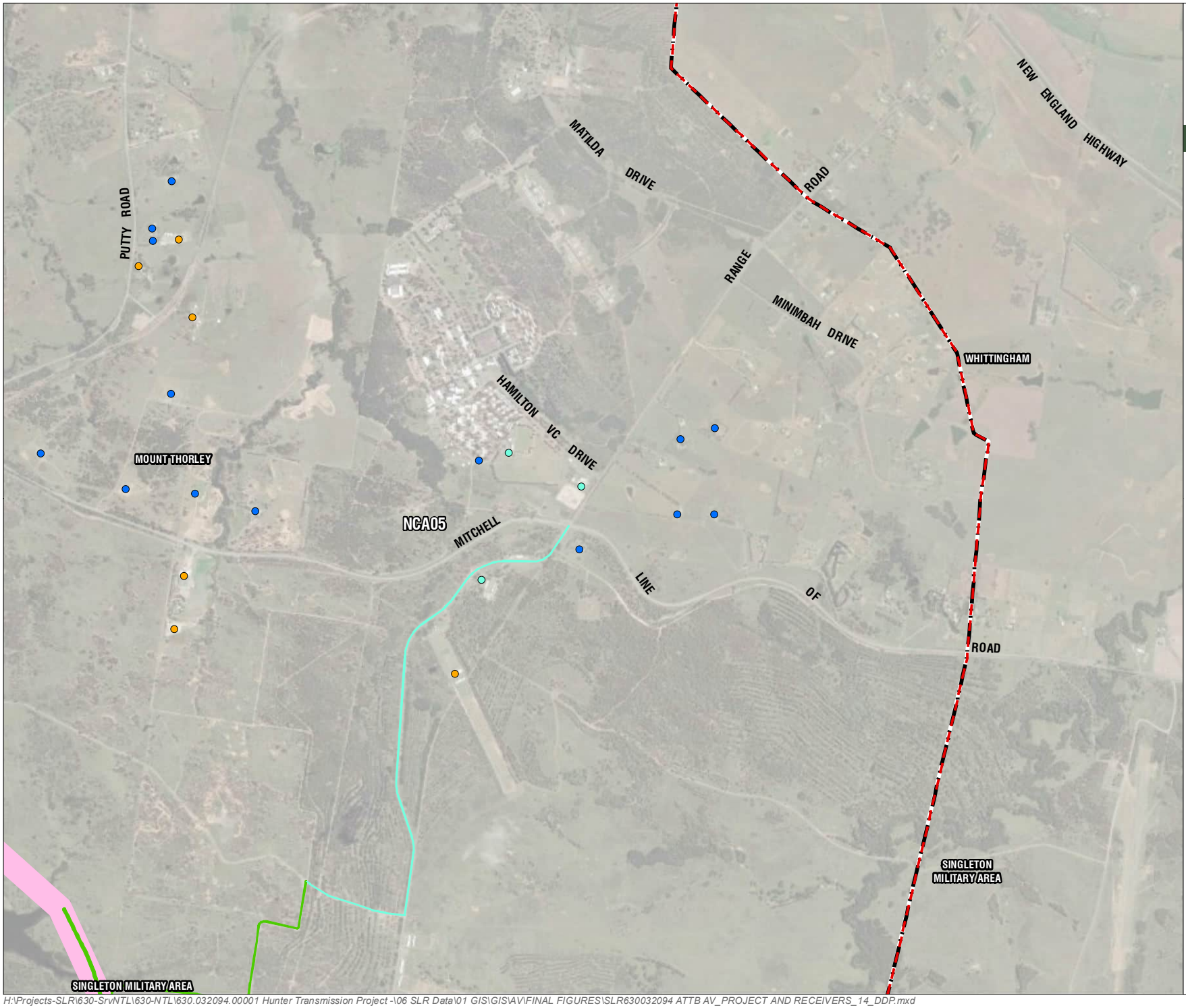


N

0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

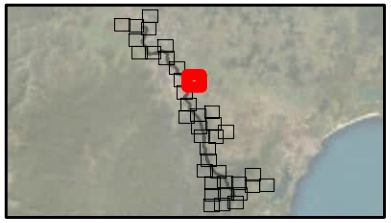
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement

Sensitive Receivers

- Commercial
- Industrial
- Residential

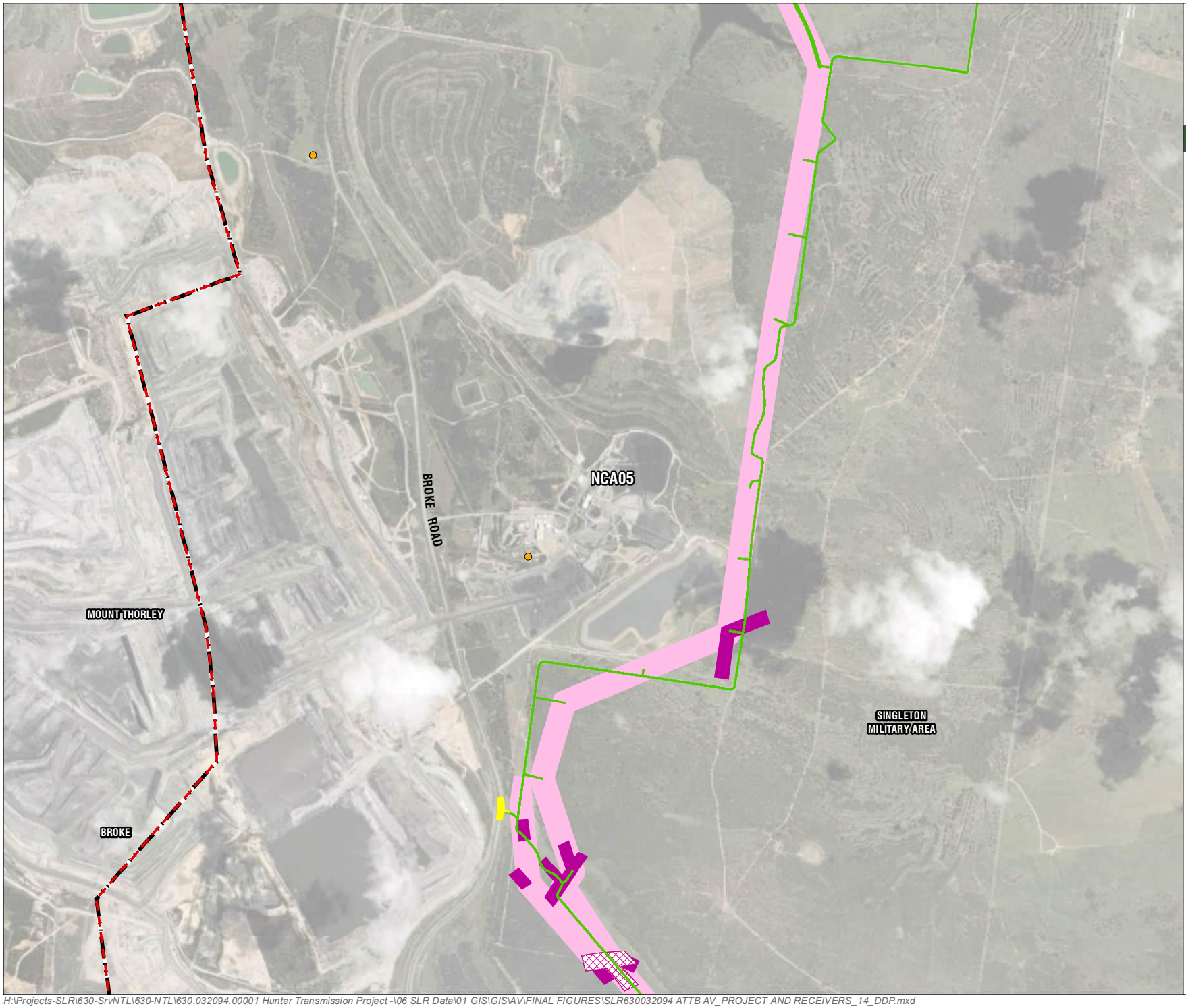


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

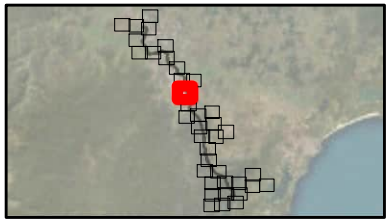
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Stringing site
- Stringing site (out of hours)

Sensitive Receivers

- Industrial

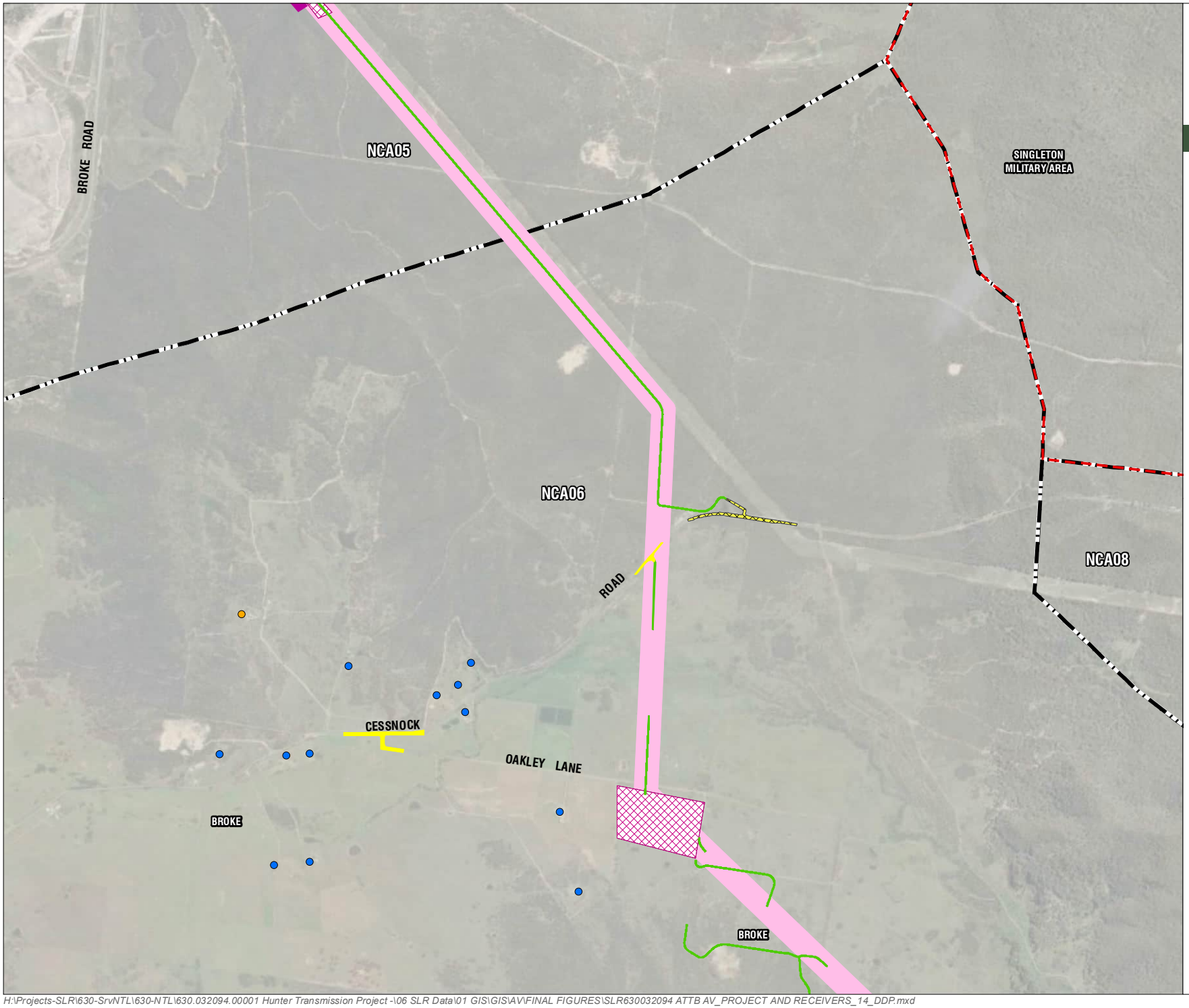


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTB AV_PROJECT AND RECEIVERS_14_DDP.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

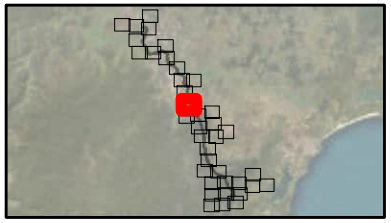
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing site
- Stringing site (out of hours)

Sensitive Receivers

- Industrial
- Residential

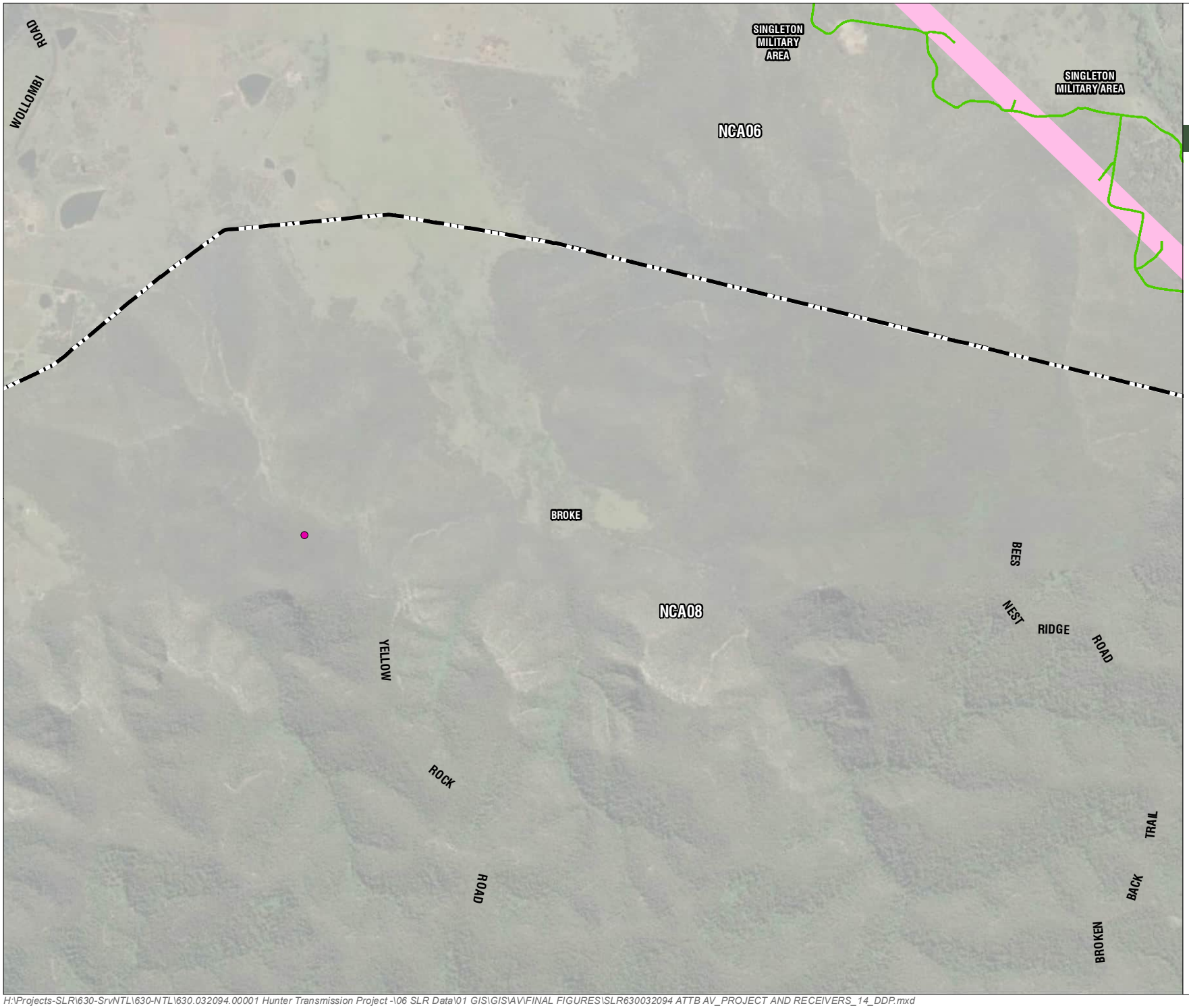


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

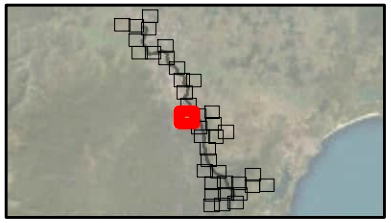
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement

Sensitive Receivers

- Other (Passive recreation)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

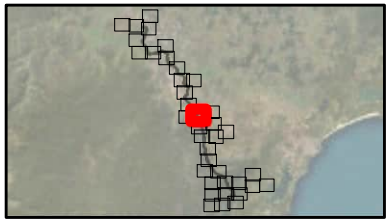
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- HTP Easement
- Laydown area

Sensitive Receivers

- Industrial



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

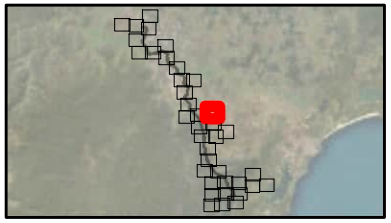
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)

Sensitive Receivers

- Commercial
- Industrial
- Other (Hotel)
- Other (Passive recreation)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

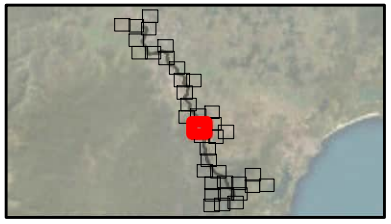
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- HTP Easement
- Laydown area
- Stringing site

Sensitive Receivers

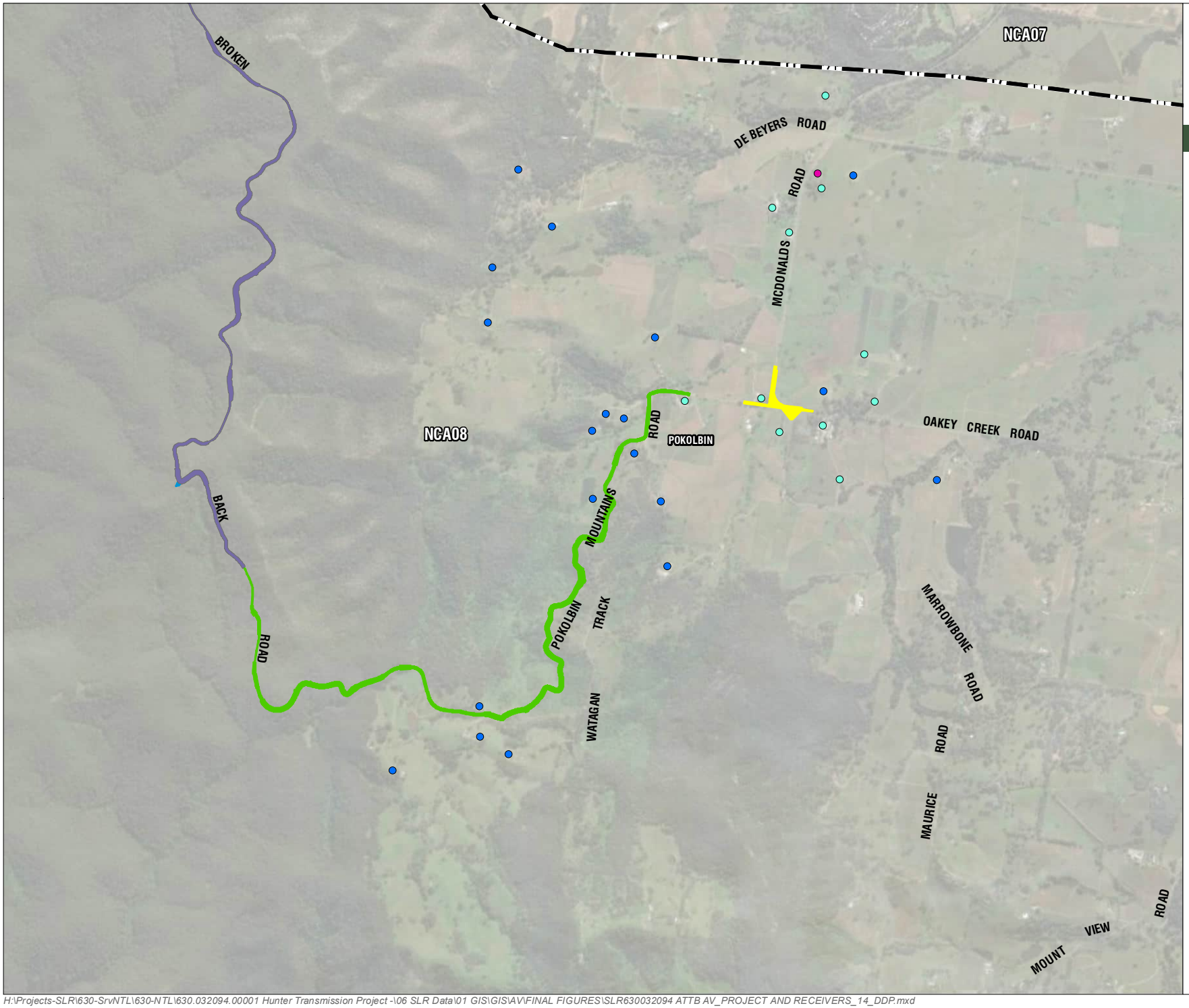
- Other (Hotel)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

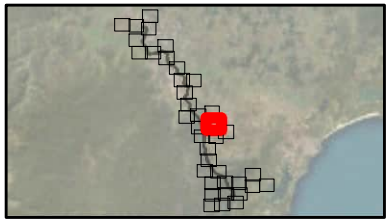
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- Intersections (typical)
- Laydown area

Sensitive Receivers

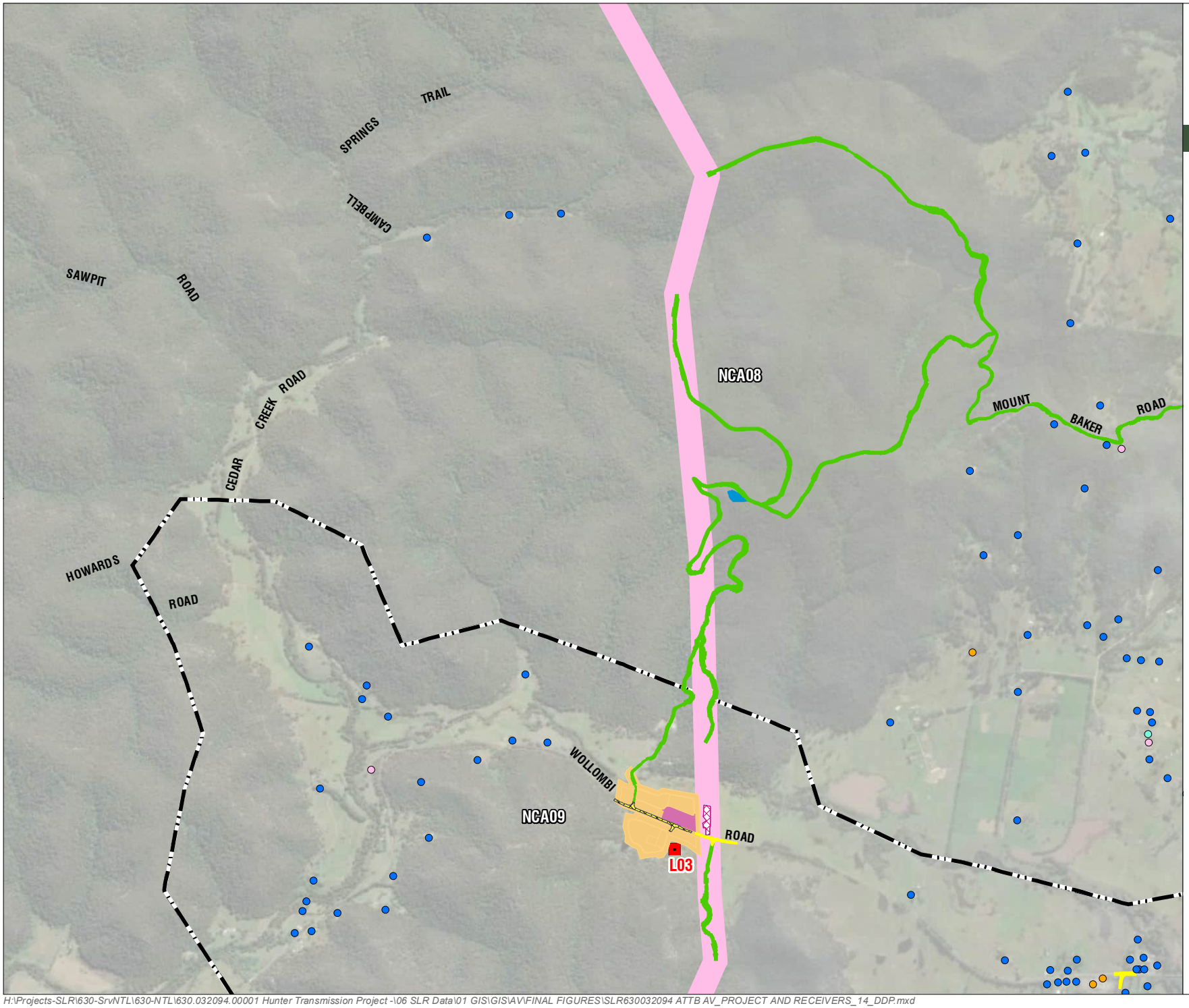
- Commercial
- Other (Passive recreation)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

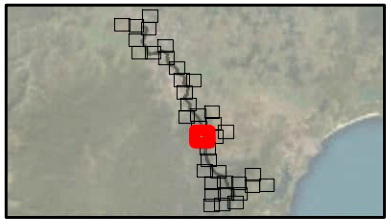
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Accommodation site
- Construction support site
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing site
- Stringing site (out of hours)
- Noise monitoring location

Sensitive Receivers

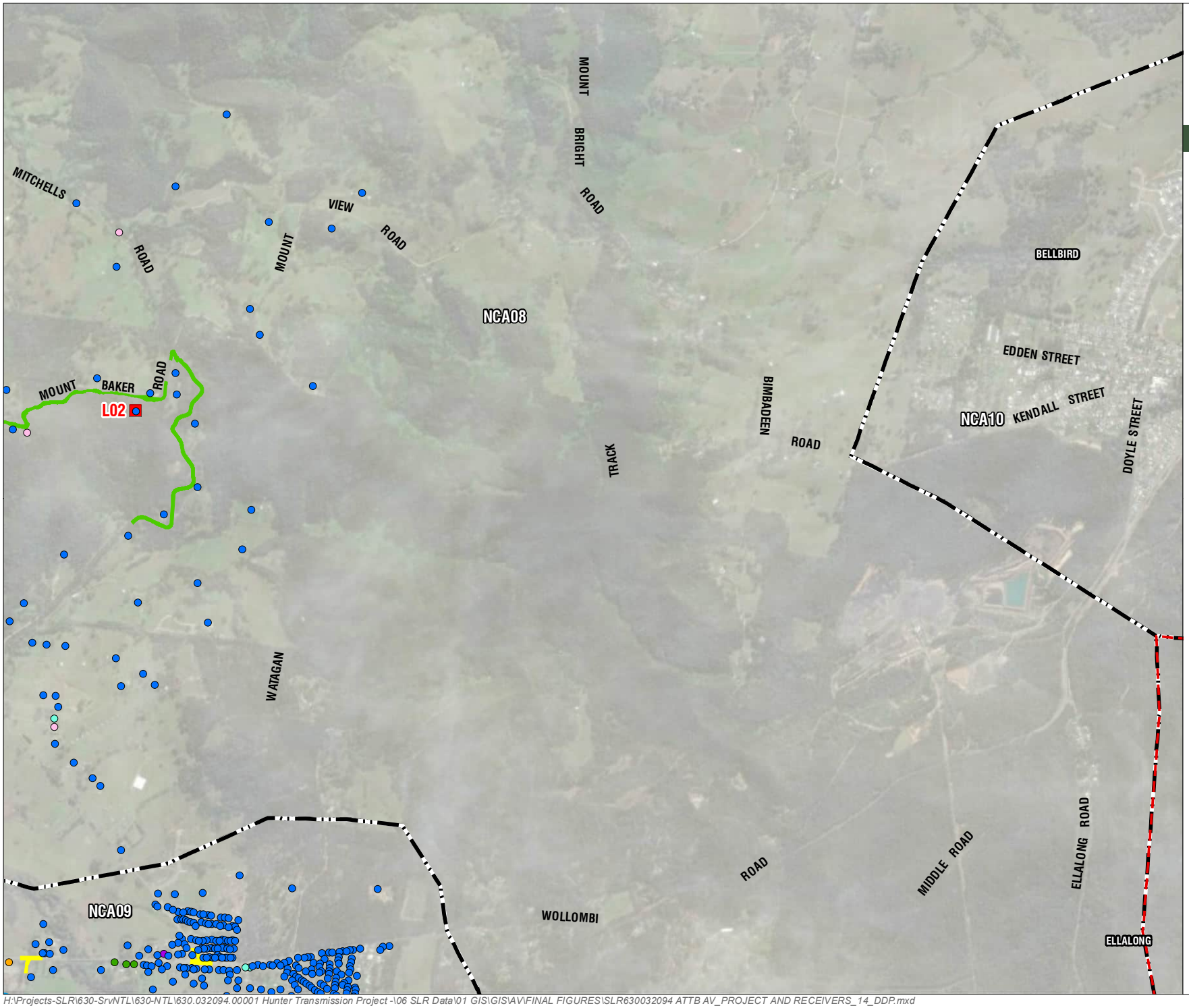
- Commercial
- Industrial
- Other (Hotel)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

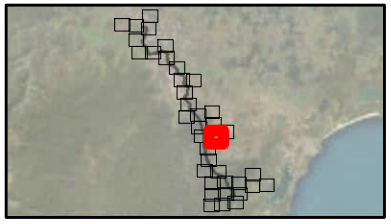
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Intersections (typical)
- Laydown area
- Noise monitoring location

Sensitive Receivers

- Commercial
- Industrial
- Other (Education)
- Other (Hotel)
- Other (Place of worship)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

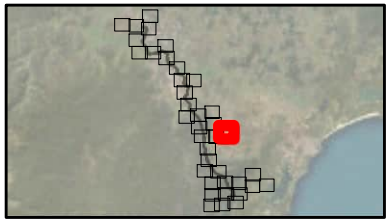
ATTACHMENT B

LEGEND

- Study area
- NCA boundary

Sensitive Receivers

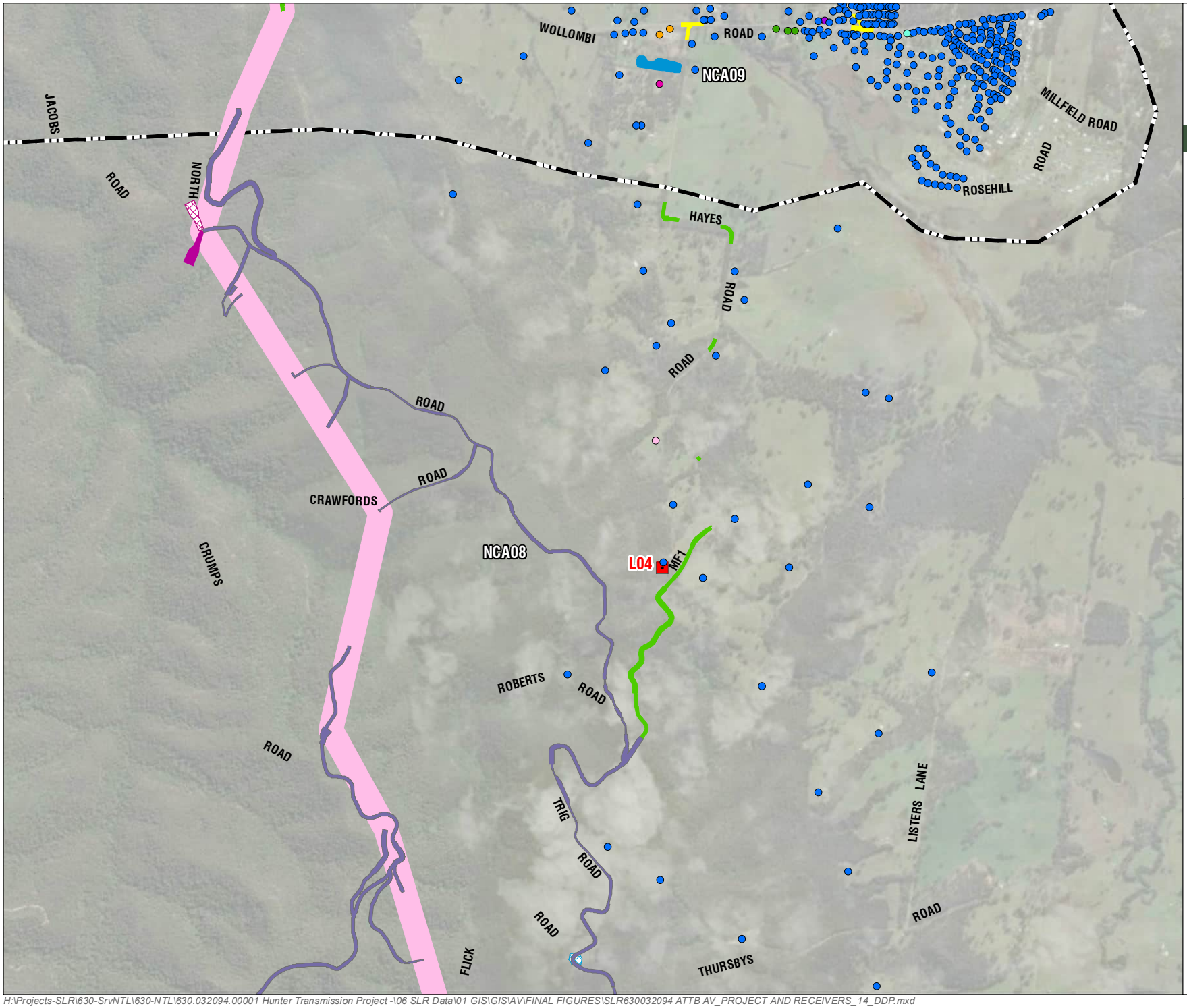
- Commercial
- Other (Active recreation)
- Other (Hotel)
- Other (Medical)
- Other (Place of worship)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

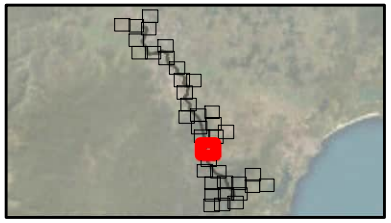
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Laydown area
- Laydown area (crushing)
- Stringing site
- Stringing site (out of hours)
- Noise monitoring location

Sensitive Receivers

- Commercial
- Industrial
- Other (Education)
- Other (Hotel)
- Other (Passive recreation)
- Other (Place of worship)
- Residential

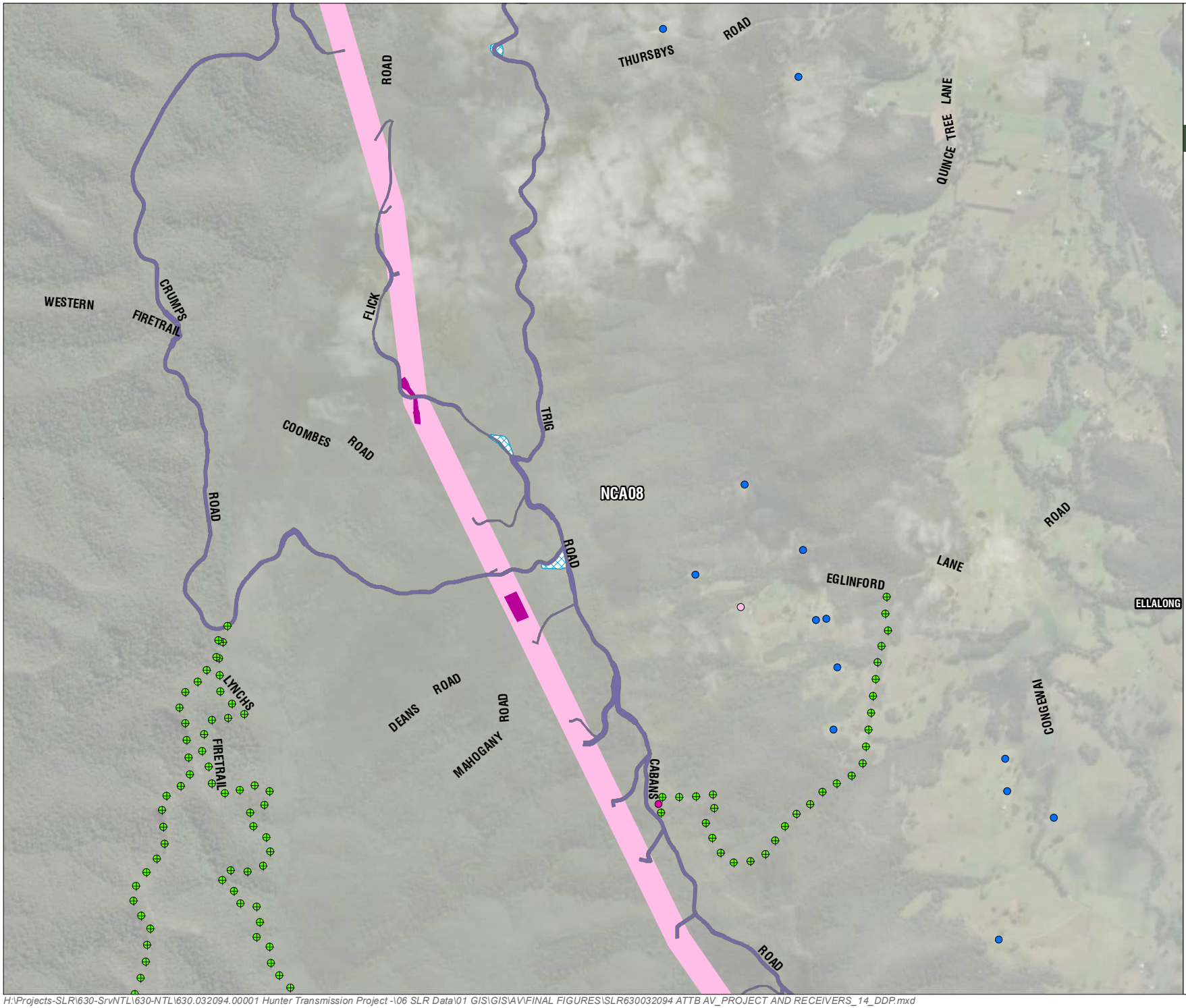


0 250 500 m

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

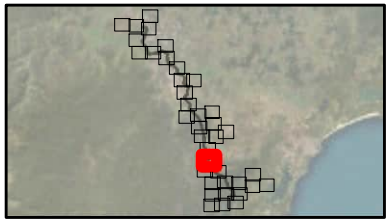
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- HTP Easement
- Laydown area
- Laydown area (crushing)
- Stringing site

Sensitive Receivers

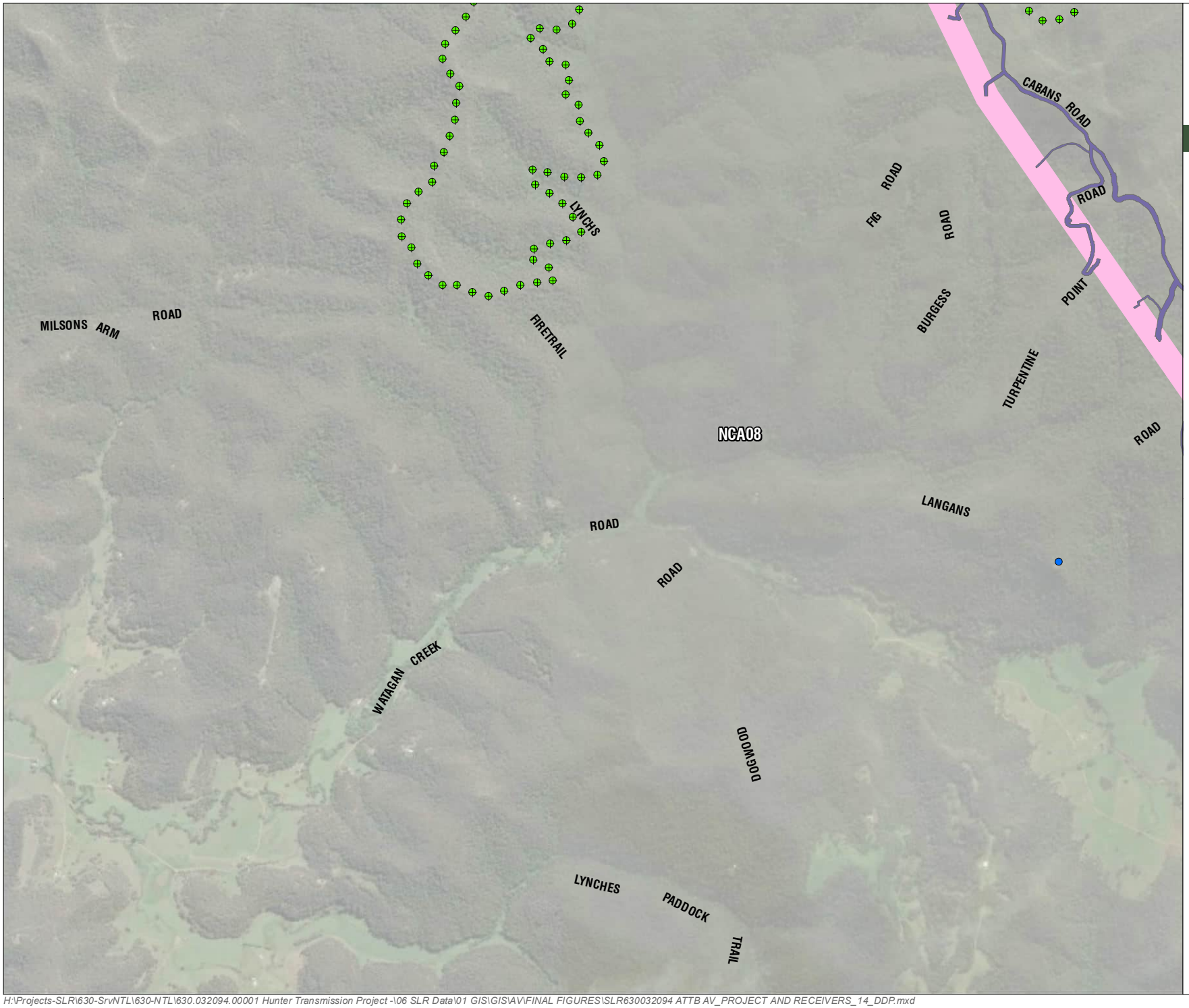
- Other (Hotel)
- Other (Passive recreation)
- Residential
- Corrabare State Forest Loop
- Great North Walk



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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Date:	11-Feb-2026
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

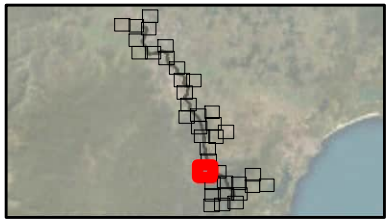
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- HTP Easement

Sensitive Receivers

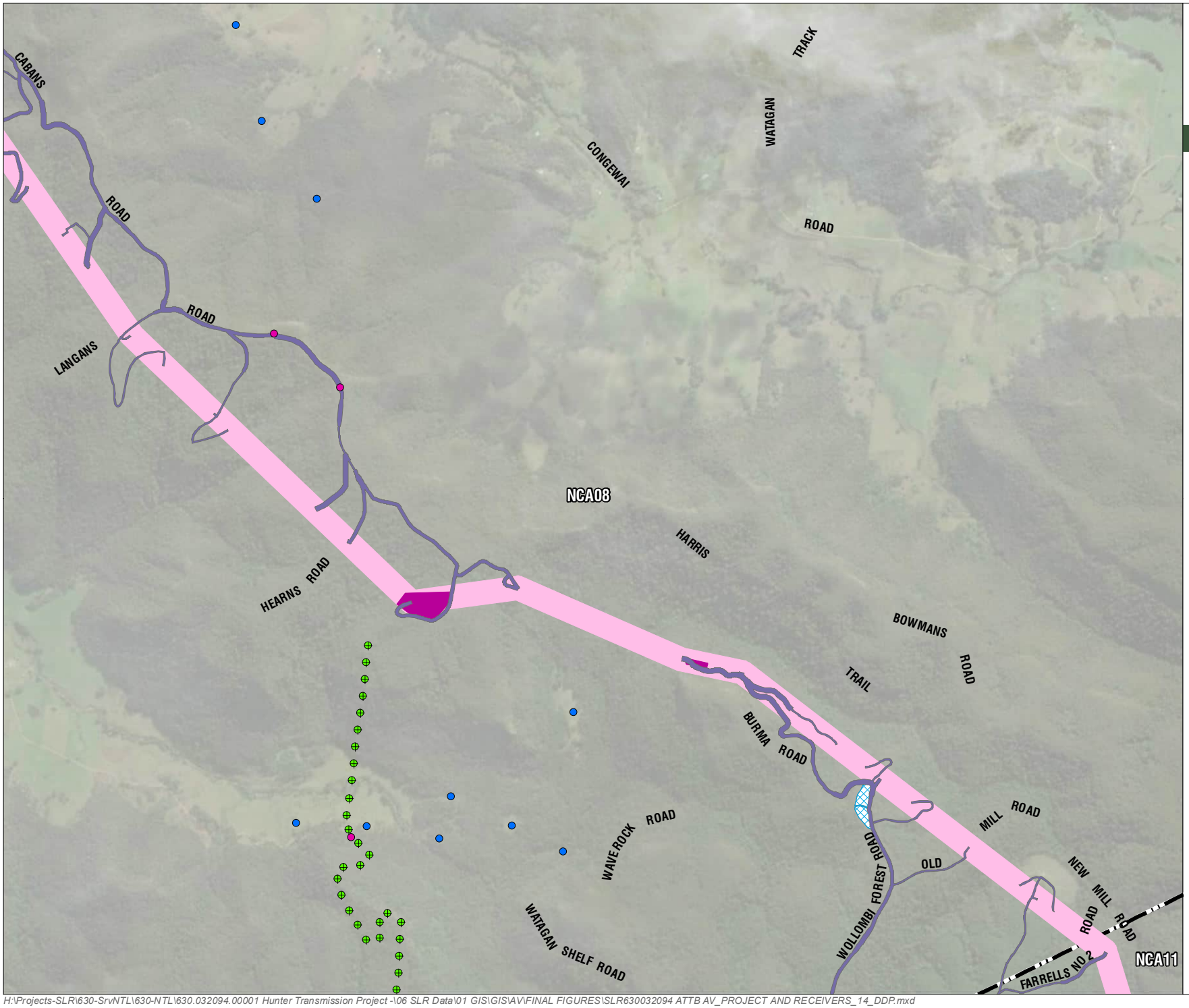
- Residential
- Corrabare State Forest Loop
- Great North Walk



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

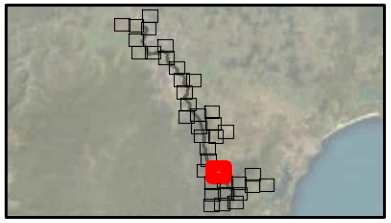
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- HTP Easement
- Laydown area
- Laydown area (crushing)
- Stringing site

Sensitive Receivers

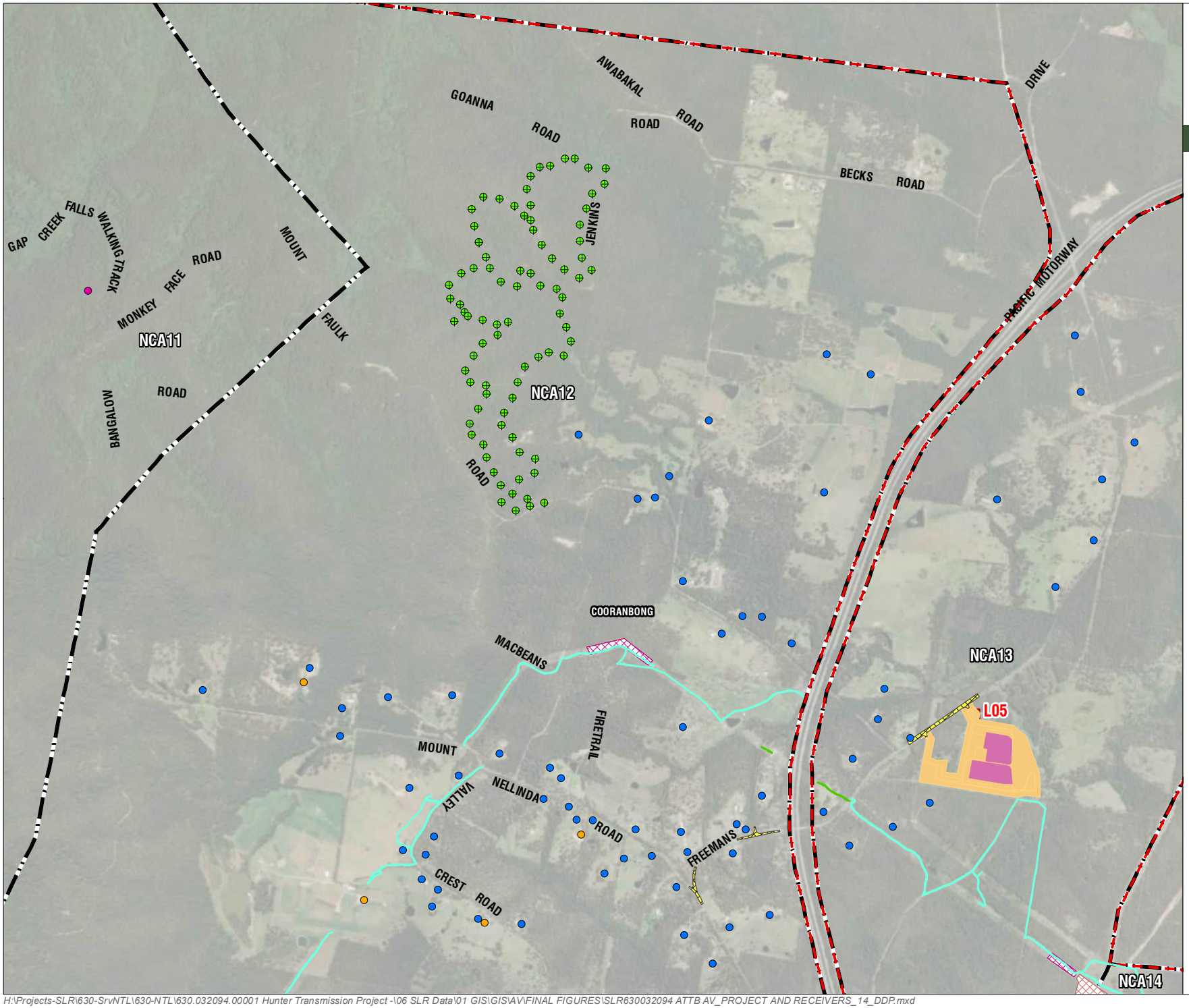
- Other (Passive recreation)
- Residential
- Great North Walk



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

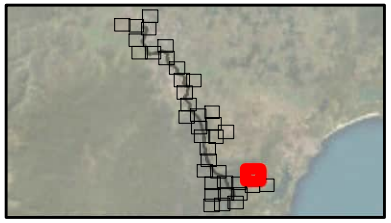
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing site
- Stringing site (out of hours)
- Substation site (underground)
- Noise monitoring location

Sensitive Receivers

- Industrial
- Other (Passive recreation)
- Residential
- Awaba MTB



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

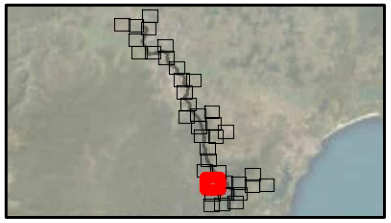
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)

Sensitive Receivers

- Other (Passive recreation)
- Great North Walk



0 250 500 m

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

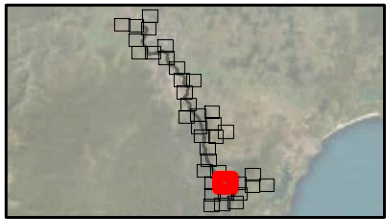
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (minor)
- HTP Easement

Sensitive Receivers

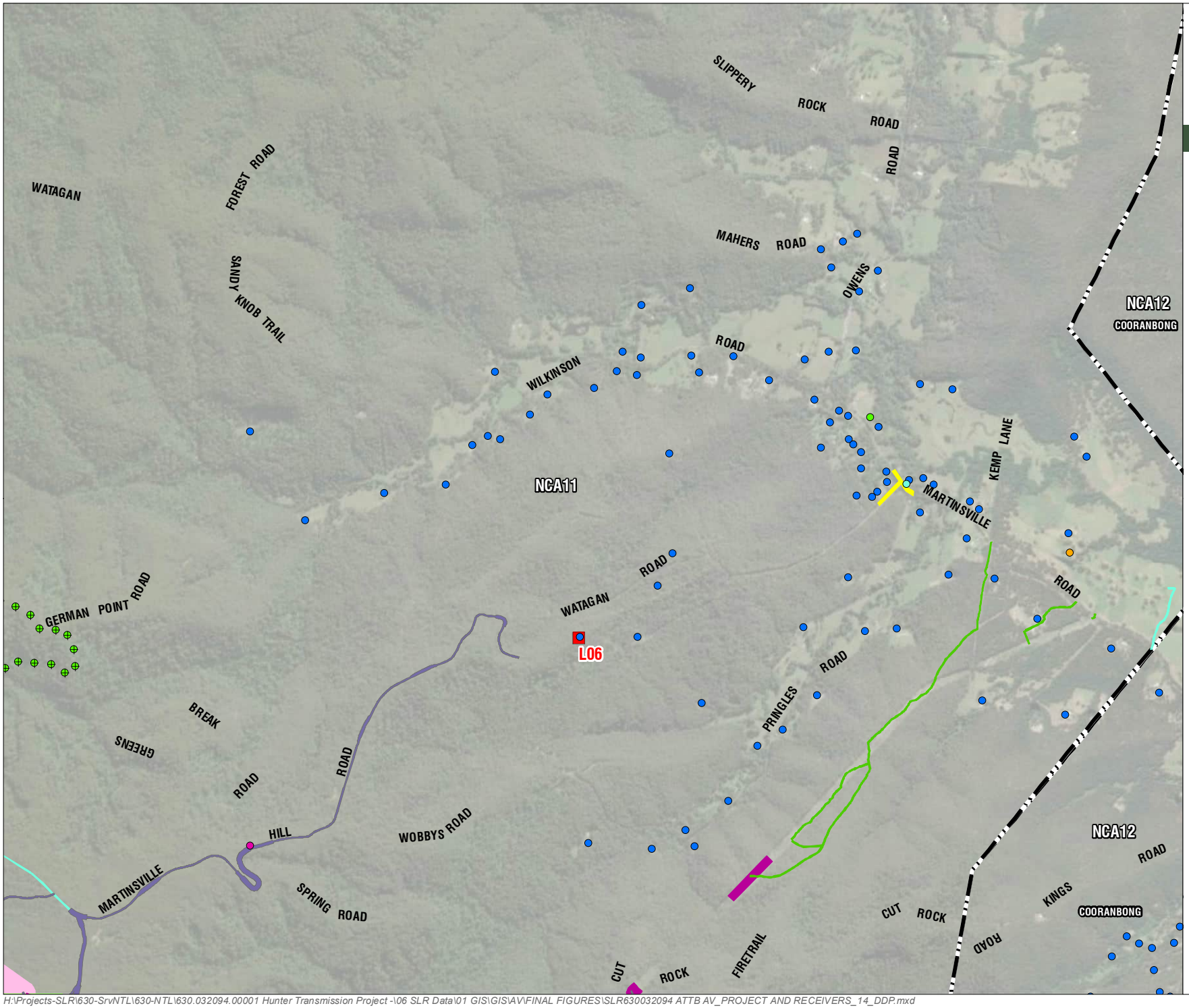
- Other (Passive recreation)
- Abbotts Falls Walking Trail
- The Pines Walking Trail



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

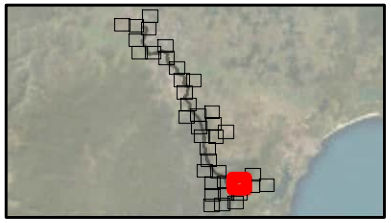
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)
- Stringing site
- Noise monitoring location

Sensitive Receivers

- Commercial
- Industrial
- Other (Active recreation)
- Other (Passive recreation)
- Residential
- Abbotts Falls Walking Trail



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

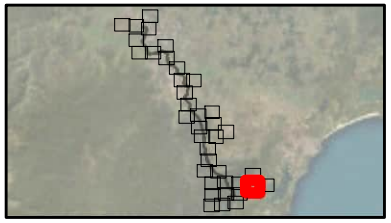
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- Intersections (intensive)
- Stringing site
- Stringing site (out of hours)
- Substation site (underground)

Sensitive Receivers

- Other (Education)
- Other (Passive recreation)
- Other (Place of worship)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

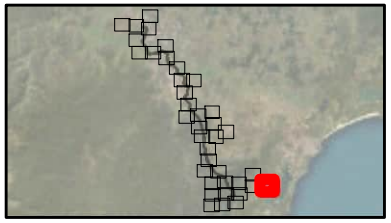
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (minor)
- Stringing site
- Substation site
- Substation site (underground)

Sensitive Receivers

- Commercial
- Industrial
- Residential



0 250 500 m

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Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

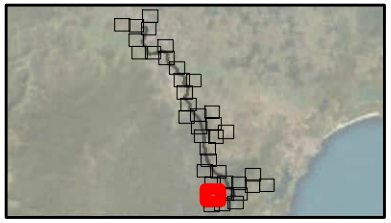
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)

Sensitive Receivers

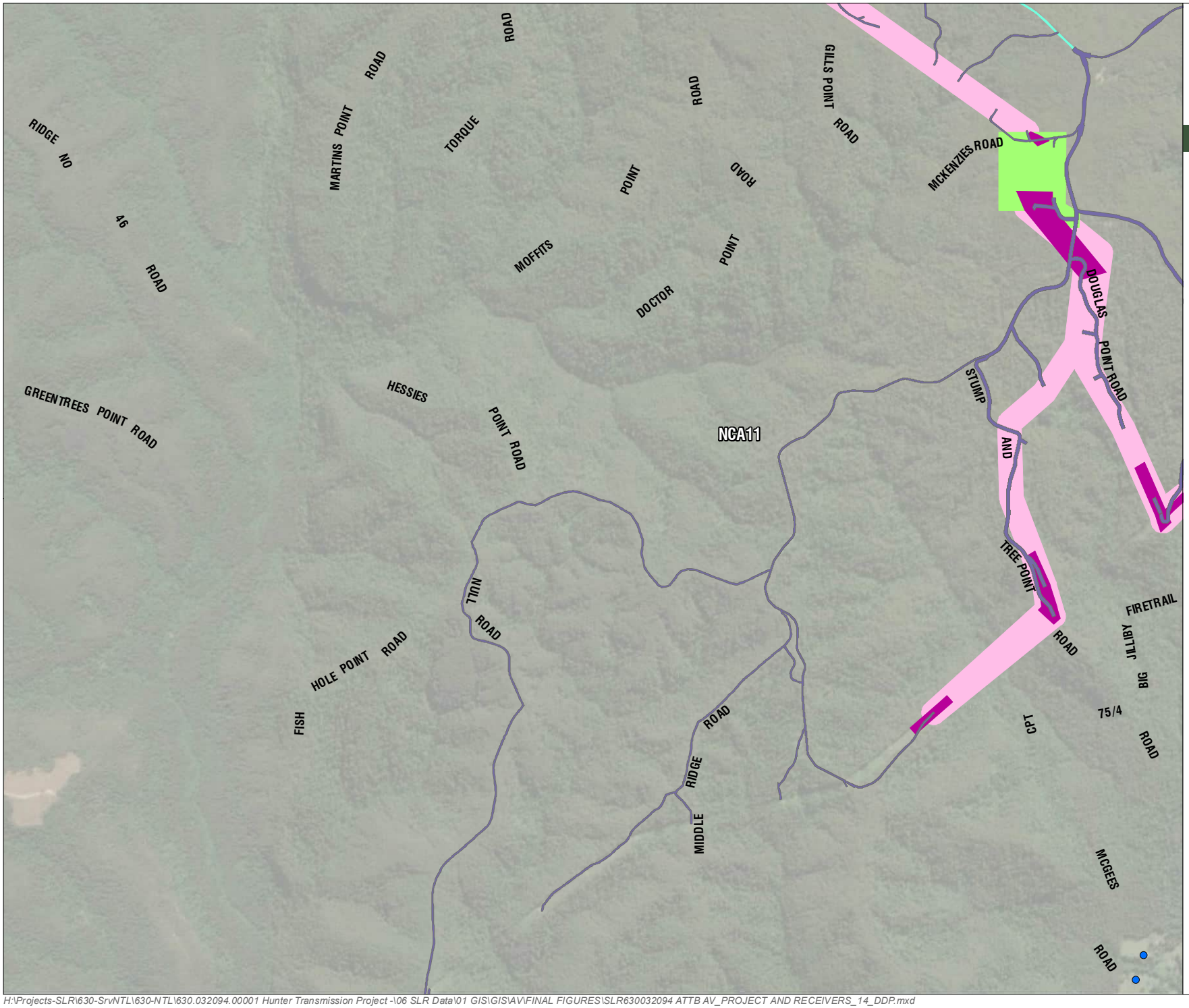
- Other (Passive recreation)
- Great North Walk
- Rock Lily Walking Trail



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

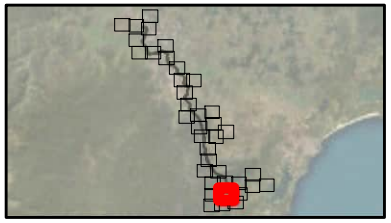
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (minor)
- HTP Easement
- Stringing site
- Switching station

Sensitive Receivers

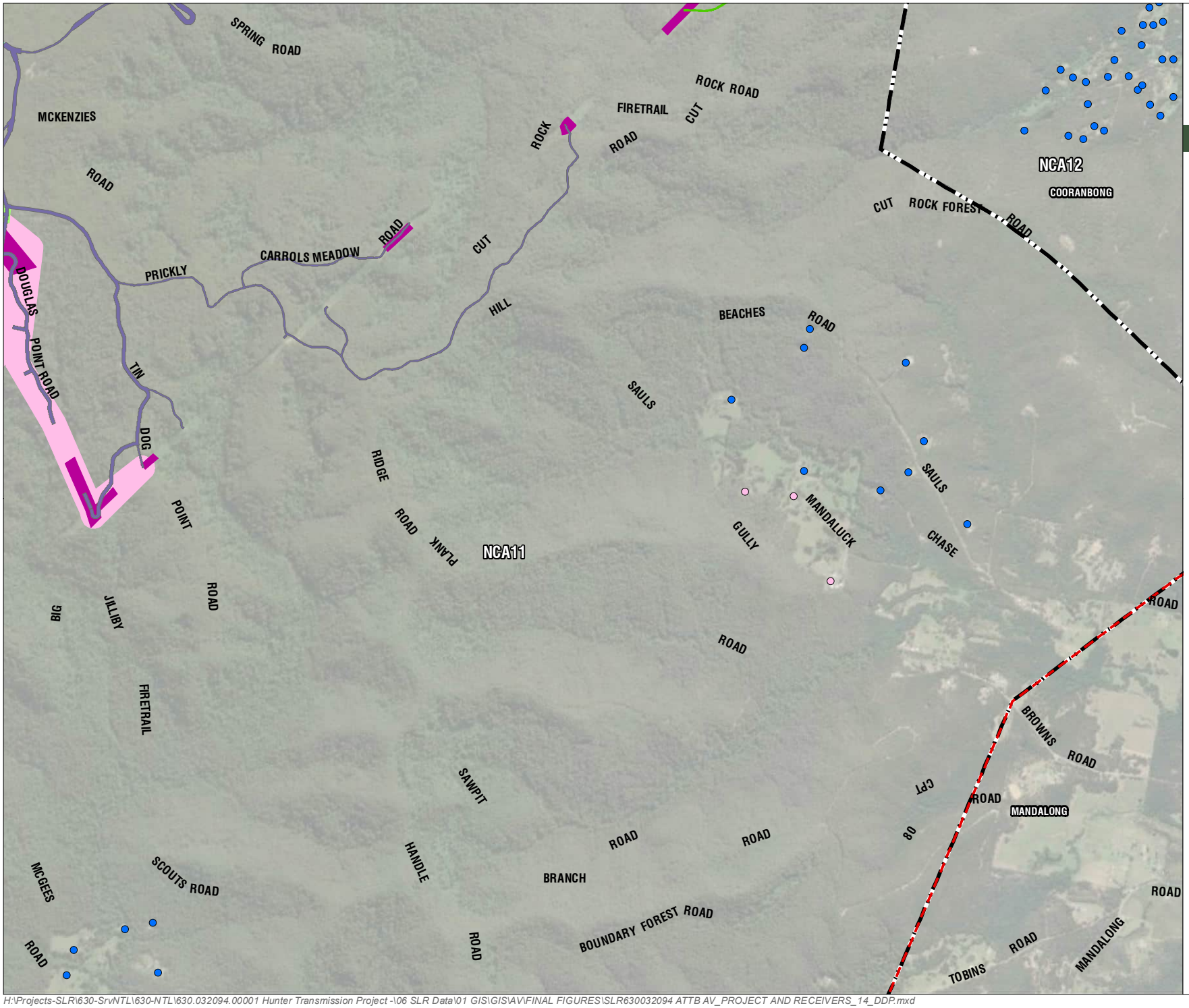
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

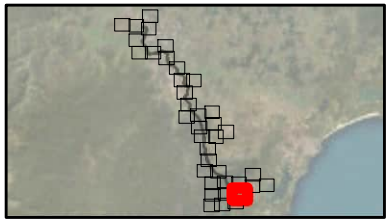
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Stringing site
- Switching station

Sensitive Receivers

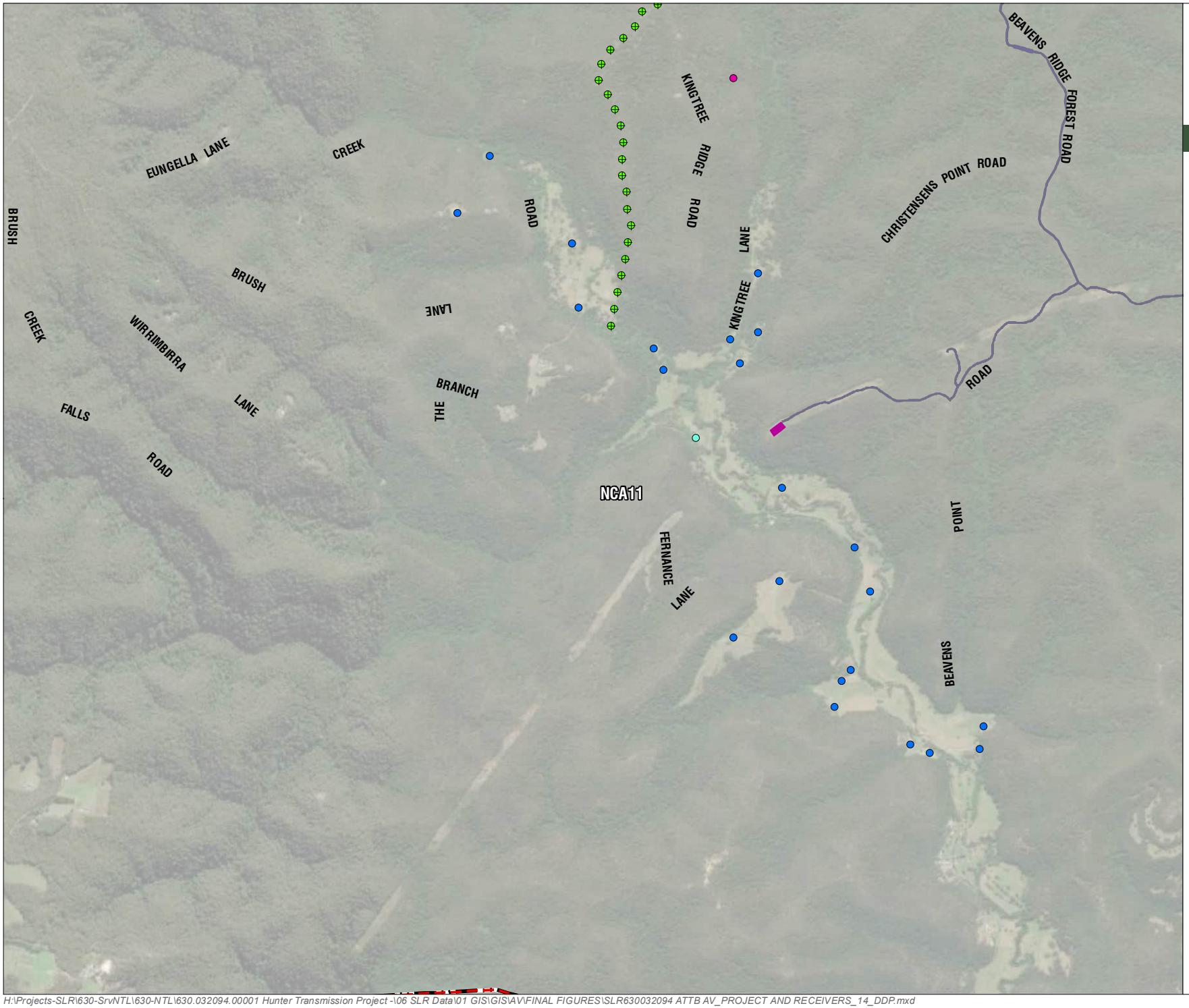
- Other (Hotel)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

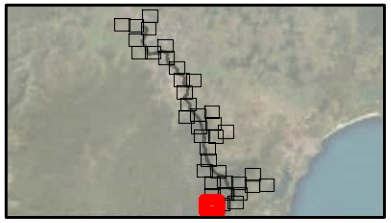
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Stringing site

Sensitive Receivers

- Commercial
- Other (Passive recreation)
- Residential
- Great North Walk

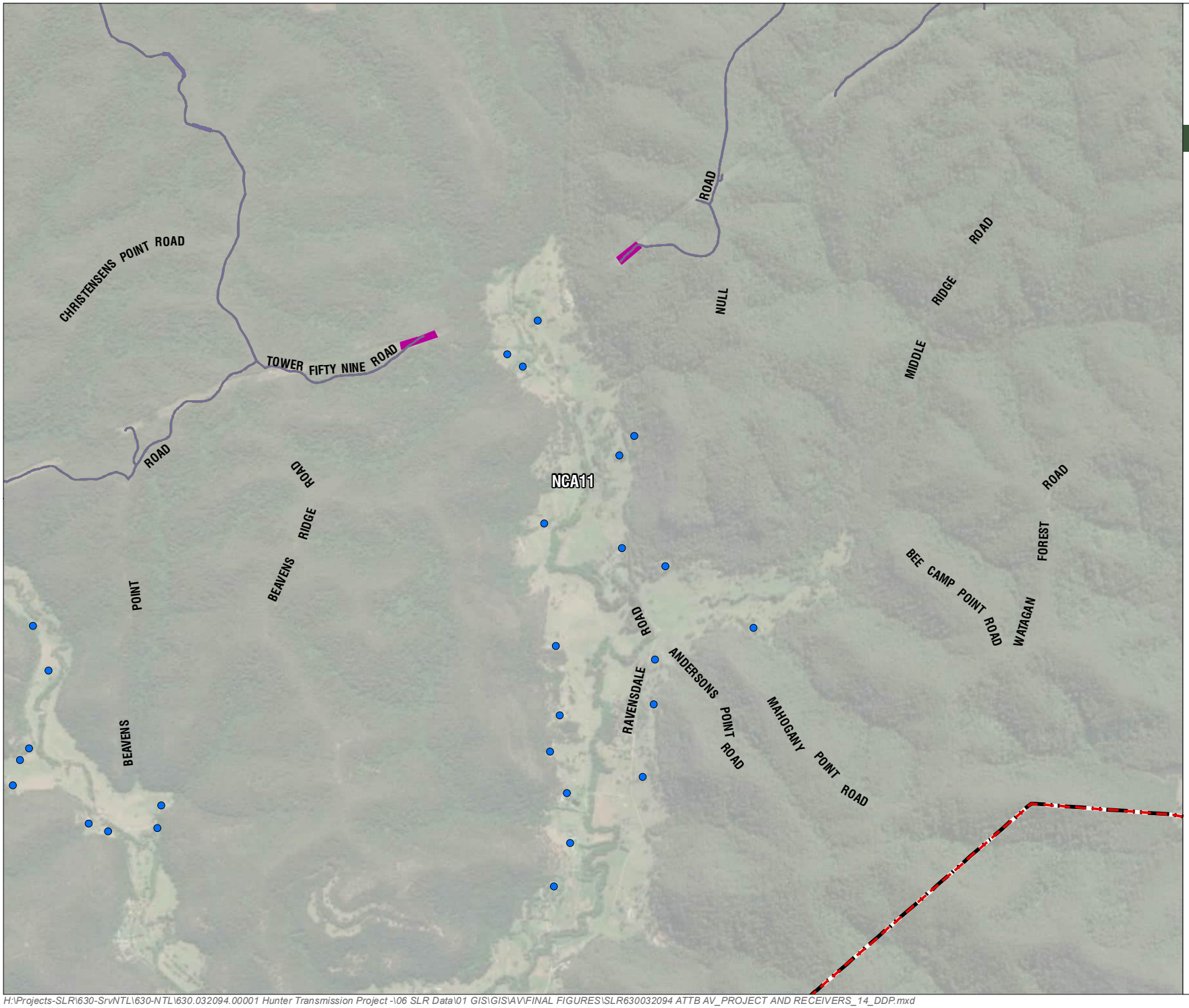


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTB AV_PROJECT AND RECEIVERS_14_DDP.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

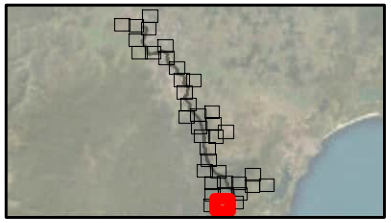
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Stringing site

Sensitive Receivers

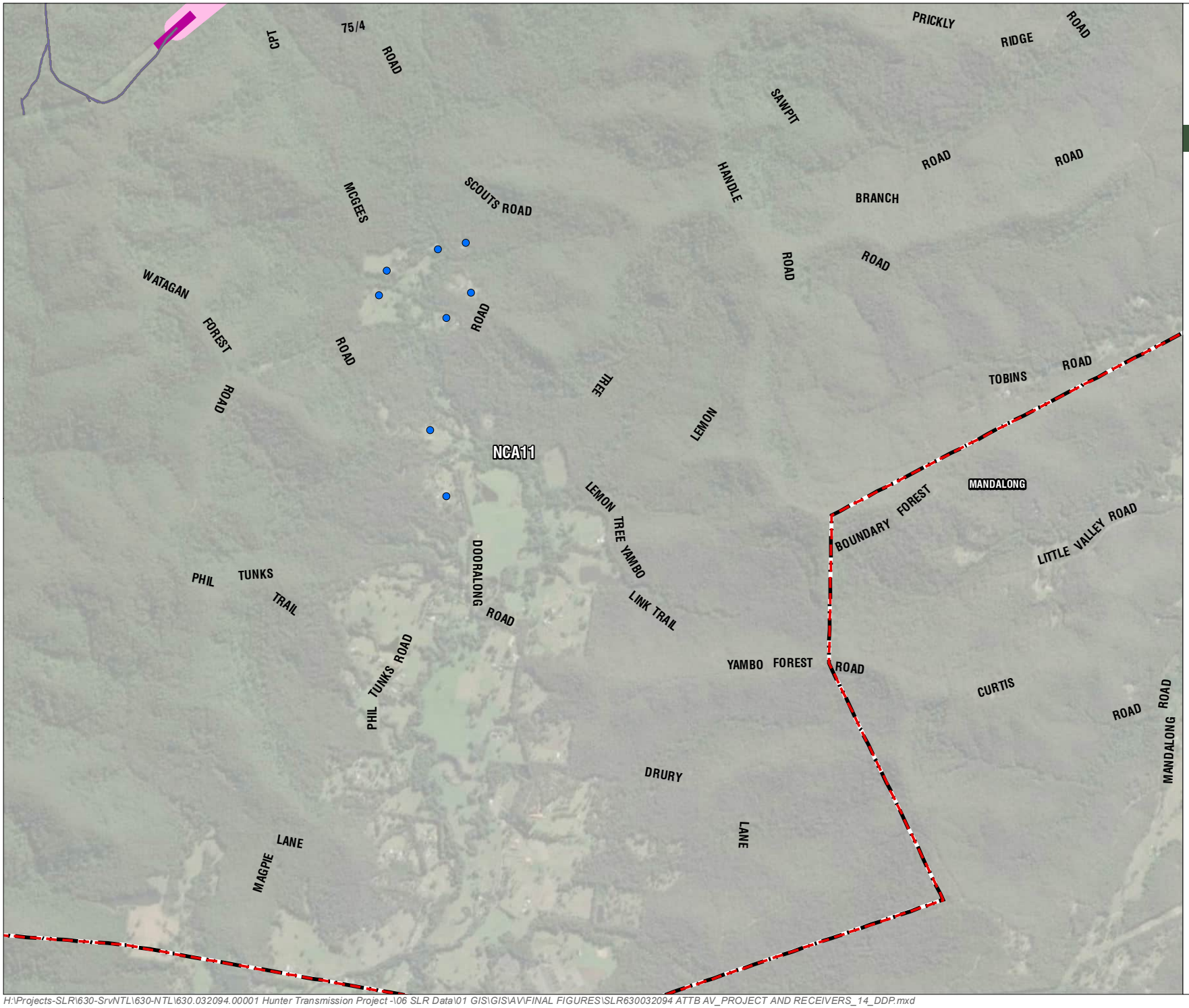
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

PROJECT AND RECEIVER MAP

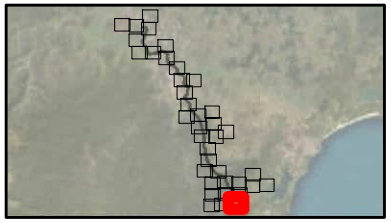
ATTACHMENT B

LEGEND

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- HTP Easement
- Stringing site

Sensitive Receivers

- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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Attachment C Construction scenarios and equipment

Noise and Vibration Impact Assessment

Hunter Transmission Project

EnergyCo

SLR Project No.: 630.032094.00001

16 February 2026

Equipment / Construction scenario	Total sound power level L_{Aeq} (L_{Amax}) (dBA)	Chainsaw - 4-5 hp	Compactor	Concrete batching plant	Crane	Crane - franna	Dozer	Elevated work platform	Excavator (10 tonne)	Excavator (tracked) - 35t	Excavator (tracked) - 45t	Generator	Generator - disel	Grader	Hydraulic Hammer	Light vehicle	Line marking plant	Mobile rockk crusher	Pavement laying machine	Power tools	Roller - large pad foot	Roller - smooth drum	Tensioners	Truck	Truck - asphalt	Truck - concrete	Truck - dump	Tub grinder / mulcher	Water treatment plant	Water cart	Whacker packer	Winching
Sound power level[2] (dBA)		114	106	110	109	102	116	100	100	110	110	109	103	113	122	103	108	118	114	110	109	107	103	108	103	109	110	116	90	107	108	108
Estimated on-time in a 15-minute period		15	15	15	7.5	7.5	7.5	3	15	15	15	15	15	15	15	5	15	7.5	15	15	15	15	15	7.5	15	15	5	15	15	15	15	15
Construction support sites																																
Earthworks (no rock breaker)	119		X				X			X				X						X	X						X			X		
Concrete works	117																		X			X			X	X	X				X	
Support site operation – with crushing	117			X									X			X		X									X		X			
Support site operation	112			X									X			X											X		X			
Laydown sites																																
Earthworks (no rock breaker)	119		X				X			X				X						X	X						X			X		
Laydown site operation	108					X							X											X								
Laydown site operation – with crushing	115					X							X					X						X								
Substation sites																																
Earthworks (no rock breaker)	119		X				X			X				X						X	X						X			X		
Concrete works	117																		X			X			X	X	X				X	
Substation underground sites																																
Trenching works	111								X																	X						

Equipment / Construction scenario	Total sound power level L_{Aeq} (L_{Amax}) (dBA)	Chainsaw - 4-5 hp	Compactor	Concrete batching plant	Crane	Crane - franna	Dozer	Elevated work platform	Excavator (10 tonne)	Excavator (tracked) - 35t	Excavator (tracked) - 45t	Generator	Generator - disel	Grader	Hydraulic Hammer	Light vehicle	Line marking plant	Mobile rockk crusher	Pavement laying machine	Power tools	Roller - large pad foot	Roller - smooth drum	Tensioners	Truck	Truck - asphalt	Truck - concrete	Truck - dump	Tub grinder / mulcher	Water treatment plant	Water cart	Whacker packer	Winching
Switching stations																																
Earthworks (with rock breaker)	124		X				X			X				X	X					X	X						X			X		
Earthworks (no rock breaker)	119		X				X			X				X						X	X						X			X		
Vegetation clearing	120	X					X				X																X	X				
Concrete works	117																		X			X			X	X	X				X	
Accommodation facility																																
Facility operation	108 (118)												X			X								X								
Intersection works																																
Intersection works (typical)	114																X			X				X		X						
Intersection works (intensive)	118									X				X					X	X	X					X						
Access tracks (minor works)																																
Earthworks (minor)	112								X											X							X					
Access tracks (major works)																																
Earthworks (with rock breaker)	124		X				X			X				X	X					X	X						X			X		
Earthworks (no rock breaker)	119		X				X			X				X						X	X						X			X		
Corridor																																
Earthworks (with rock breaker)	124		X				X			X				X	X					X	X						X			X		
Earthworks (no rock breaker)	119		X				X			X				X						X	X						X			X		

Equipment / Construction scenario	Total sound power level L_{Aeq} (L_{Amax}) (dBA)	Chainsaw - 4-5 hp	Compactor	Concrete batching plant	Crane	Crane - franna	Dozer	Elevated work platform	Excavator (10 tonne)	Excavator (tracked) - 35t	Excavator (tracked) - 45t	Generator	Generator - disel	Grader	Hydraulic Hammer	Light vehicle	Line marking plant	Mobile rockk crusher	Pavement laying machine	Power tools	Roller - large pad foot	Roller - smooth drum	Tensioners	Truck	Truck - asphalt	Truck - concrete	Truck - dump	Tub grinder / mulcher	Water treatment plant	Water cart	Whacker packer	Winching
Vegetation clearing	120	X					X				X															X	X				
Concrete works	117																		X			X			X	X	X			X	
Tower assembly / stringing	115				X	X		X				X								X			X	X							X
Tower sites																															
Earthworks (with rock breaker)	124		X				X			X				X	X					X	X						X			X		
Earthworks (no rock breaker)	119		X				X			X				X						X	X						X			X		
Concrete works	117																		X			X			X	X	X				X	
Tower assembly	115				X	X		X				X								X			X	X								X
Stringing sites																															
Stringing	115 (118)				X	X		X				X								X			X	X								X

Attachment D Construction traffic

Noise and Vibration Impact Assessment

Hunter Transmission Project

EnergyCo

SLR Project No.: 630.032094.00001

16 February 2026

Road name	RNP road type classification	Pavement type	Existing traffic volume (pass-by)						Construction traffic volume (pass-by)						Highest road traffic noise increase dB (day or night)
			Peak 1 hour		Day 7am to 10pm		Night 10pm to 7am		Peak 1 hour		Day 7am to 10pm		Night 10pm to 7am		
			LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	
Freemans Dr east of Mount Faulk Road, Cooranbong	Arterial Road	Sealed	-	-	3367	282	517	40	-	-	412	406	150	74	1.5
Wollombi Road - East of Cedar Creek Road (80km/h zone)	Arterial Road	Sealed	-	-	1063	75	110	9	-	-	324	292	108	62	3.9
Wollombi Road - East of Cedar Creek Road (60km/h zone)	Arterial Road	Sealed	-	-	1063	75	110	9	-	-	324	292	108	62	3.9
Wollombi Road - East of Hayes Road	Arterial Road	Sealed	-	-	1248	88	129	11	-	-	324	292	108	62	3.5
Wollombi Road - East of Mount View Road (60km/h zone)	Arterial Road	Sealed	-	-	2452	174	254	22	-	-	324	292	108	62	2.1
Wollombi Road - East of Mount View Road (80km/h zone)	Arterial Road	Arterial Road	-	-	2452	174	254	22	-	-	324	292	108	62	2.1
Broke Road south of Bulga Surface Operations access road, Mount Thorley	Arterial Road	Sealed	-	-	922	142	226	28	-	-	164	188	30	20	1.3
Cessnock Road east of Oakley Lane, Singleton Military Area	Arterial Road	Sealed	-	-	941	75	191	10	-	-	164	188	30	20	1.3
Freemans Drive south of Martinsville Road, Martinsville	Arterial Road	Sealed	-	-	9952	703	954	98	-	-	412	406	150	74	0.9
Martinsville Road east of Pringles Road, Martinsville	Arterial Road	Sealed	-	-	877	112	84	16	-	-	200	149	45	25	2.3

Road name	RNP road type classification	Pavement type	Existing traffic volume (pass-by)						Construction traffic volume (pass-by)						Highest road traffic noise increase dB (day or night)
			Peak 1 hour		Day 7am to 10pm		Night 10pm to 7am		Peak 1 hour		Day 7am to 10pm		Night 10pm to 7am		
			LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	
Watagan Road west of Martinsville Road, Martinsville	Local road	Sealed	11	1	-	-	-	-	80	50	-	-	-	-	10.8
New England Highway west of Lemington Road, Ravensworth	Arterial Road	Sealed	-	-	10633	1651	2852	427	-	-	290	280	88	55	0.2
AGL Site Access - West of New England Hwy	Local road	Sealed	16	104	-	-	-	-	30	30	-	-	-	-	1.7
Golden Highway east of Gouldsville Road, Gouldsville	Arterial Road	Sealed	-	-	4343	938	1214	232	-	-	164	188	30	20	0.3
Lemington Road, Ravensworth	Local road	Sealed	349	24	-	-	-	-	60	43	-	-	-	-	1.1
Hayes Road, Millfield	Local road	Sealed	15	1	-	-	-	-	50	35	-	-	-	-	8.1
Hayes Road, Millfield	Local road	Unsealed	15	1	-	-	-	-	50	35	-	-	-	-	8.2
Mount View Road / Mount Baker Road, Millfield	Local road	Sealed	37	7	-	-	-	-	50	35	-	-	-	-	4.7
Mount View Road / Mount Baker Road, Millfield	Local road	Unsealed	37	7	-	-	-	-	50	35	-	-	-	-	4.8
Pokolbin Mountains Road, Pokolbin	Local road	Sealed	11	0	-	-	-	-	50	35	-	-	-	-	9.5
Pokolbin Mountains Road / Broken Back Road, Pokolbin	Local road	Unsealed	11	0	-	-	-	-	50	35	-	-	-	-	9.6

Road name	RNP road type classification	Pavement type	Existing traffic volume (pass-by)						Construction traffic volume (pass-by)						Highest road traffic noise increase dB (day or night)
			Peak 1 hour		Day 7am to 10pm		Night 10pm to 7am		Peak 1 hour		Day 7am to 10pm		Night 10pm to 7am		
			LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	
Hebden Road, Muswellbrook	Local road	Sealed	200	34	-	-	-	-	60	43	-	-	-	-	1.6
Pikes Gully Road, Howick	Local road	Sealed	137	8	-	-	-	-	45	31	-	-	-	-	1.9
Comleroi Road, Warkworth	Local road	Sealed	29	3	-	-	-	-	60	43	-	-	-	-	6.3
Gouldsville Road, Gouldsville	Local road	Sealed	17	4	-	-	-	-	60	44	-	-	-	-	7.8
Oakley Lane, Broke	Local road	Sealed	4	0	-	-	-	-	60	43	-	-	-	-	14.4
Oakley Lane, Broke	Local road	Unsealed	4	0	-	-	-	-	60	43	-	-	-	-	14.5
Pringles Road, Martinsville	Local road	Sealed	6	1	-	-	-	-	80	50	-	-	-	-	13.0
Mount Faulk Road, Cooranbong	Local road	Sealed	9	1	-	-	-	-	80	50	-	-	-	-	11.5
Mount Nelinda Road, Cooranbong	Local road	Sealed	32	1	-	-	-	-	20	15	-	-	-	-	3.2

Attachment E Audible nosie report

Noise and Vibration Impact Assessment

Hunter Transmission Project

EnergyCo

SLR Project No.: 630.032094.00001

16 February 2026

Attachment F Construction noise impacts

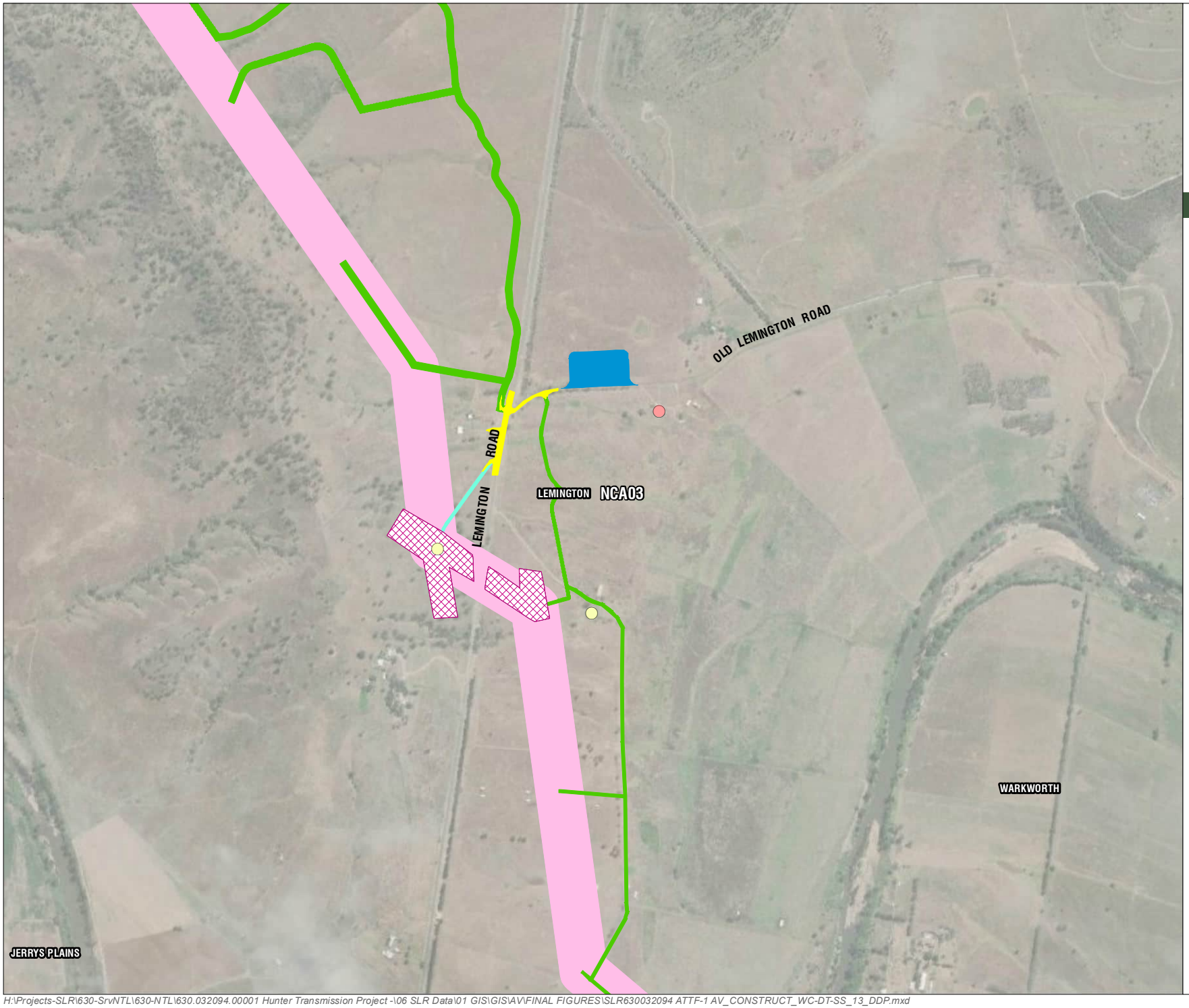
Noise and Vibration Impact Assessment

Hunter Transmission Project

EnergyCo

SLR Project No.: 630.032094.00001

16 February 2026



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

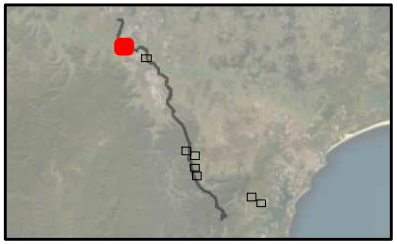
- Laydown area

Other construction components

- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- > 20 dB (Highly Intrusive)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

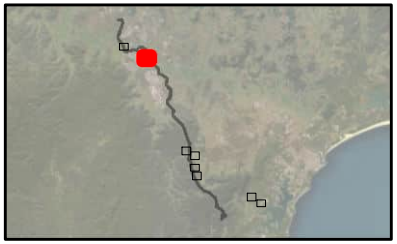
- Laydown area

Other construction components

- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)

Noise Impacts

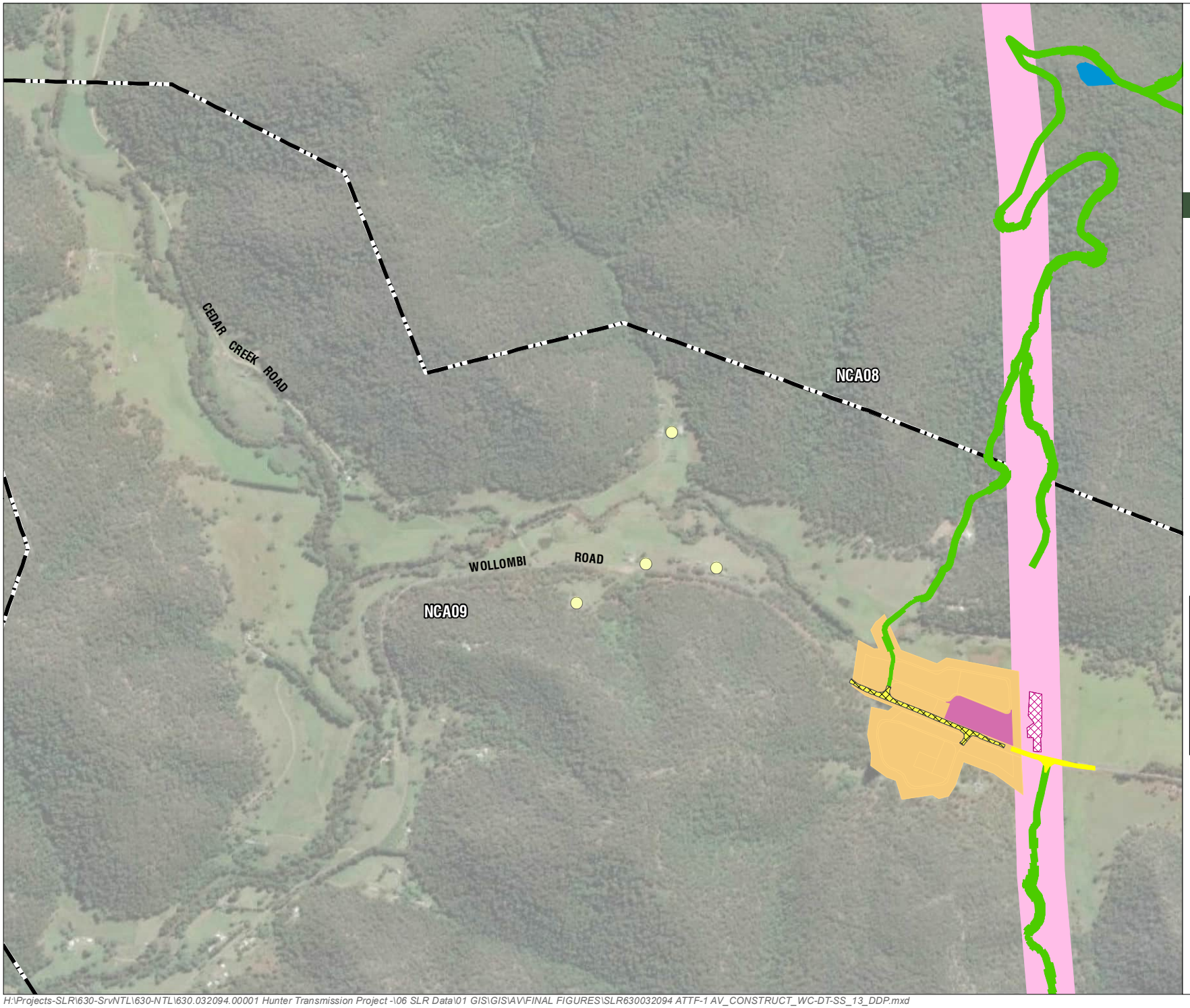
- 1 - 10 dB (Clearly Audible)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

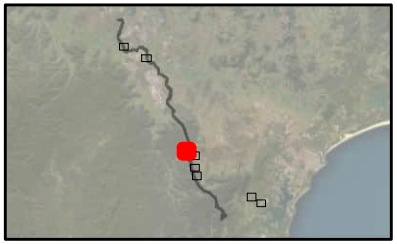
- Accommodation site
- Construction support site
- Laydown area

Other construction components

- Access tracks (major)
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

- Laydown area

Other construction components

- Access tracks (major)
- Intersections (typical)

Noise Impacts

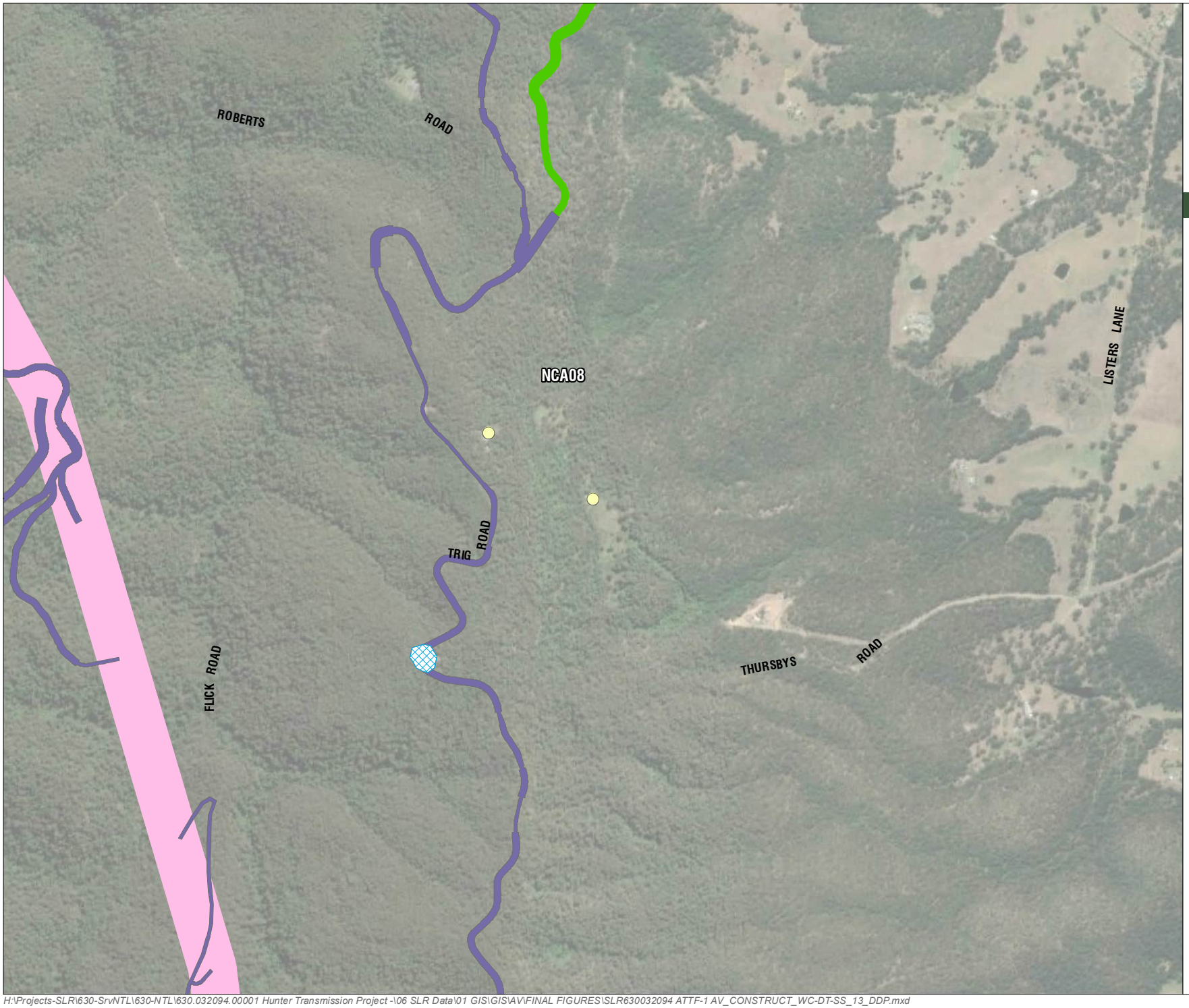
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

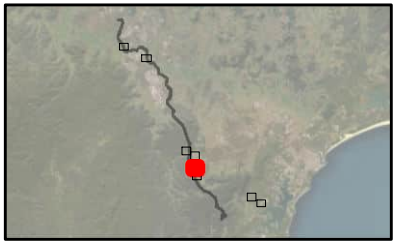
- Laydown area
- Laydown area (crushing)

Other construction components

- Access tracks (major)
- Access tracks (major with rock breaking)
- HTP Easement

Noise Impacts

- 1 - 10 dB (Clearly Audible)

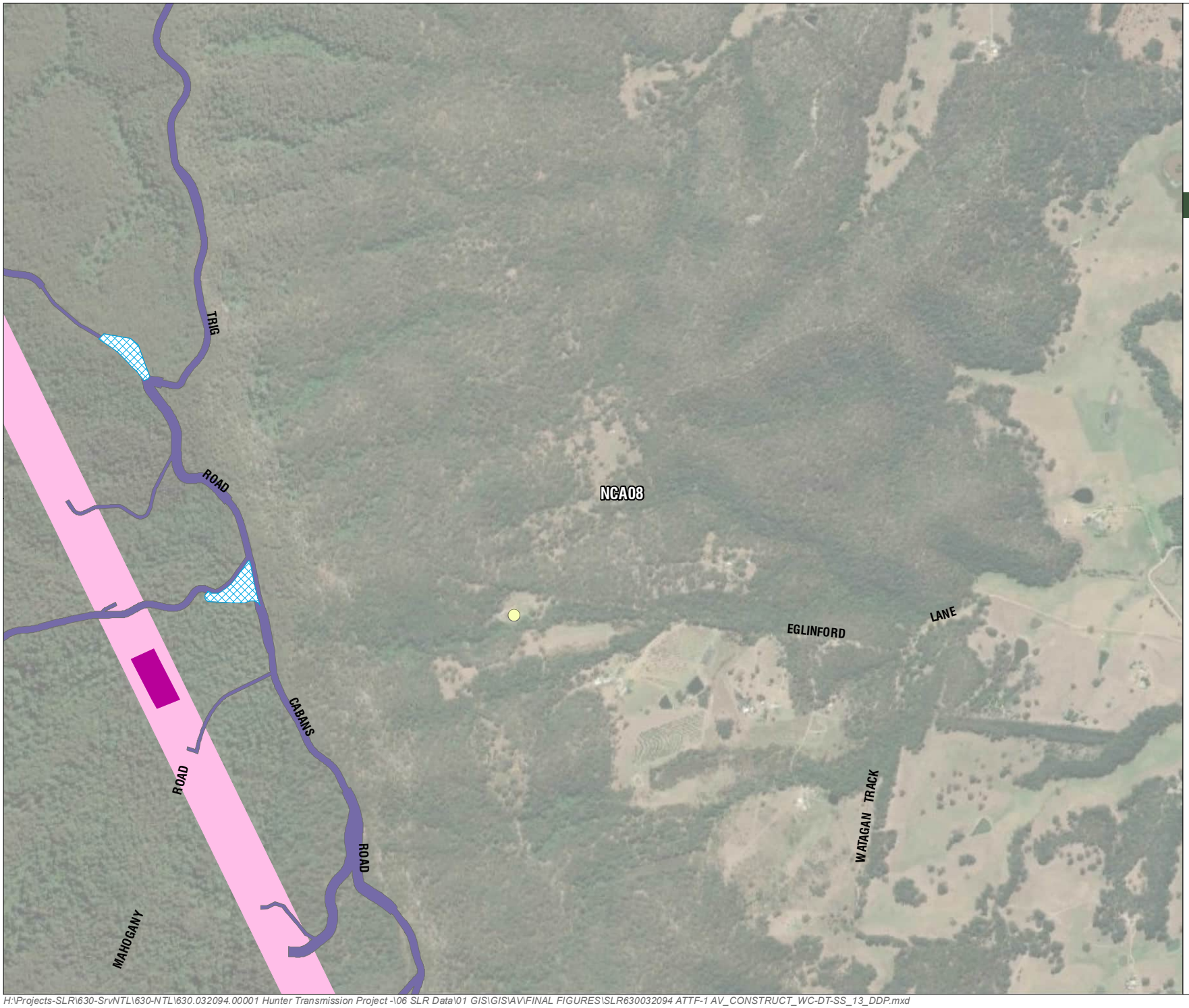


0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

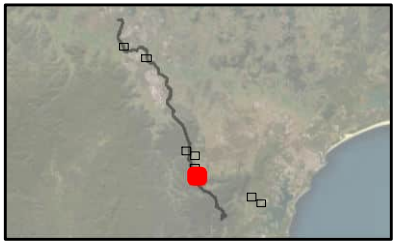
- Laydown area
- Laydown area (crushing)

Other construction components

- Access tracks (major with rock breaking)
- HTP Easement
- Stringing station

Noise Impacts

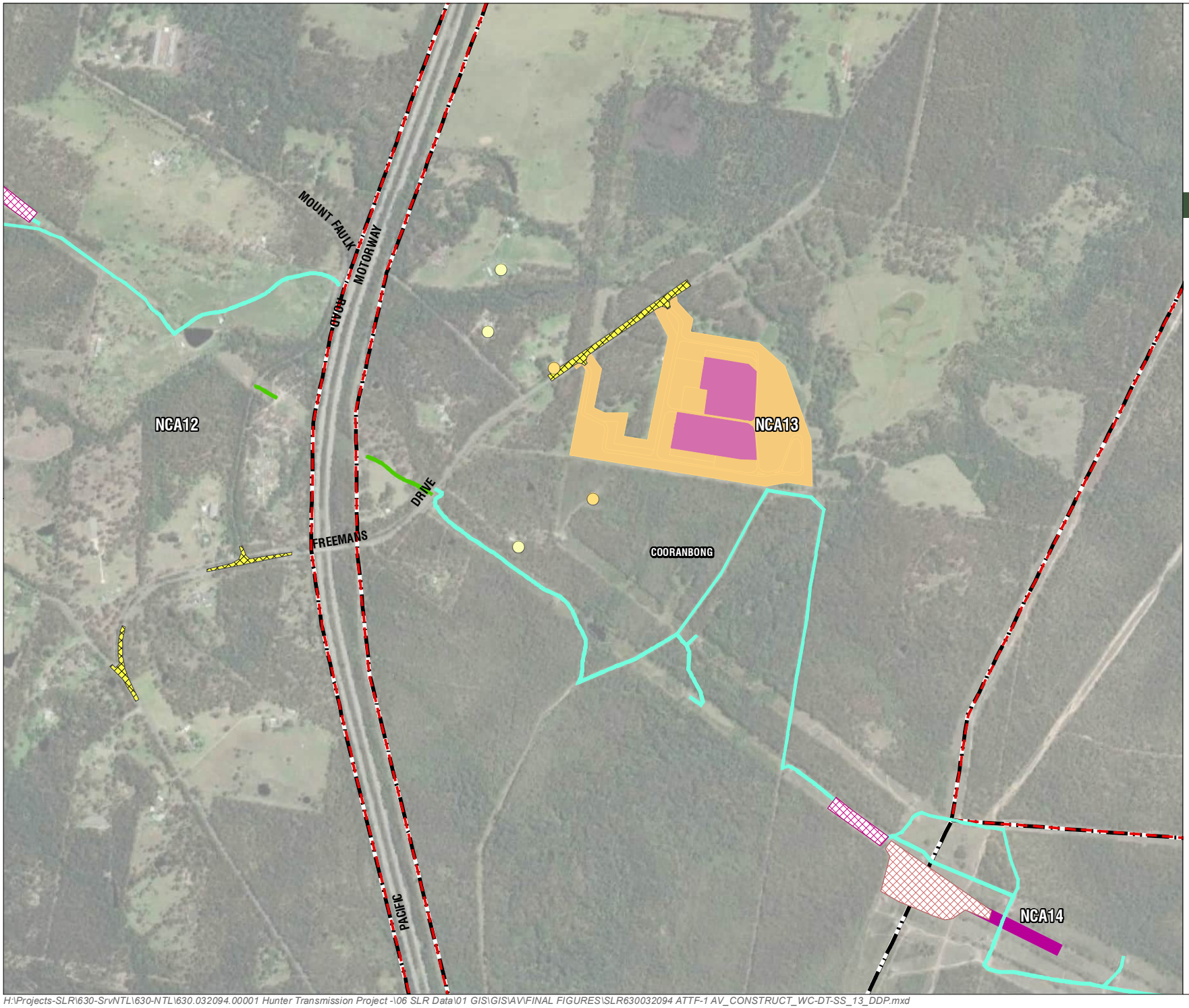
- 1 - 10 dB (Clearly Audible)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

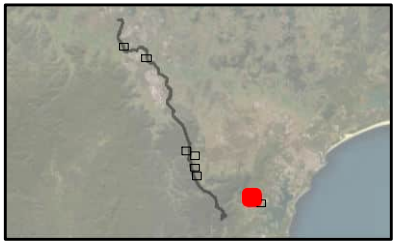
- Accommodation site
- Construction support site
- Substation site (underground)

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Intersections (intensive)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)

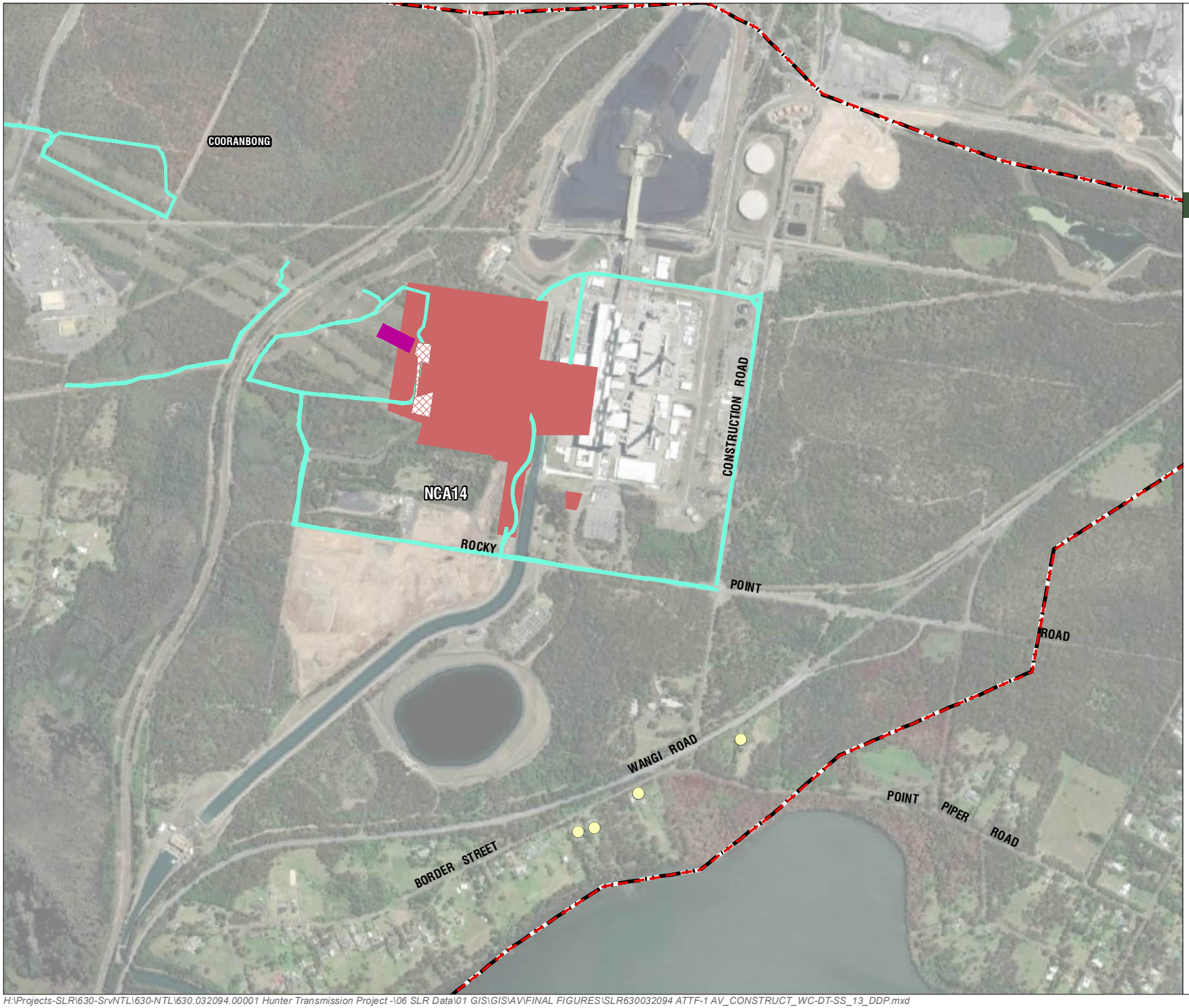


0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME, CONSTRUCTION SUPPORT, ACCOMMODATION, LAYDOWN, SUBSTATION AND SWITCHING STATION CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

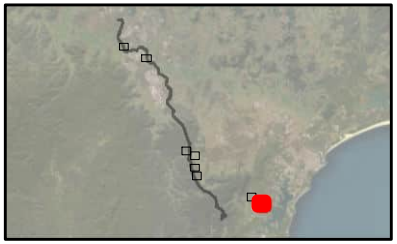
- Substation site
- Substation site (underground)

Other construction components

- Access tracks (minor)
- Stringing station

Noise Impacts

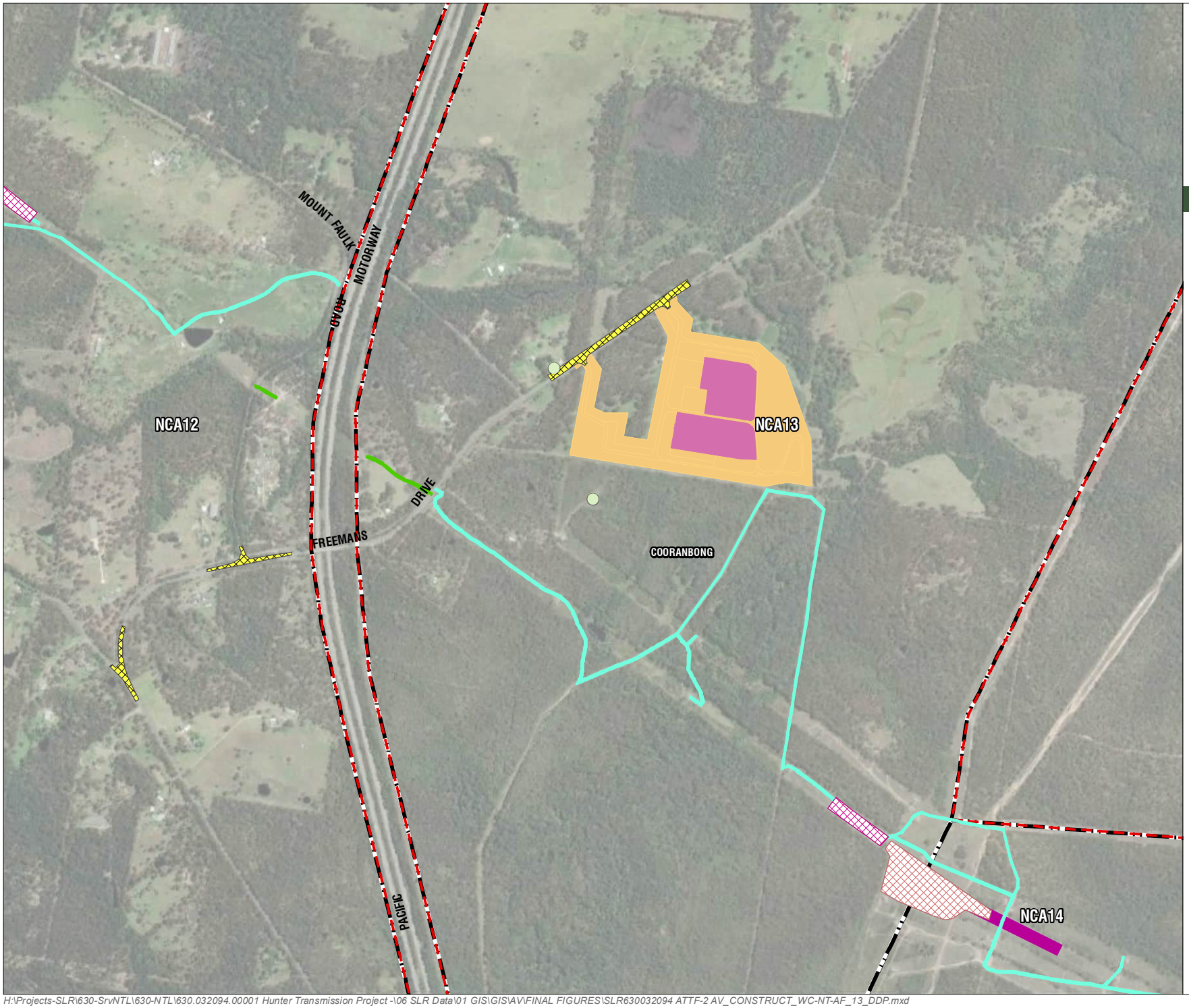
- 1 - 10 dB (Clearly Audible)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAMAX ACCOMMODATION FACILITY, CONSTRUCTION SUPPORT CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.2

LEGEND

- Study area
- NCA boundary

Assessed construction components

- Accommodation site
- Construction support site

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Intersections (intensive)
- Substation site (underground)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

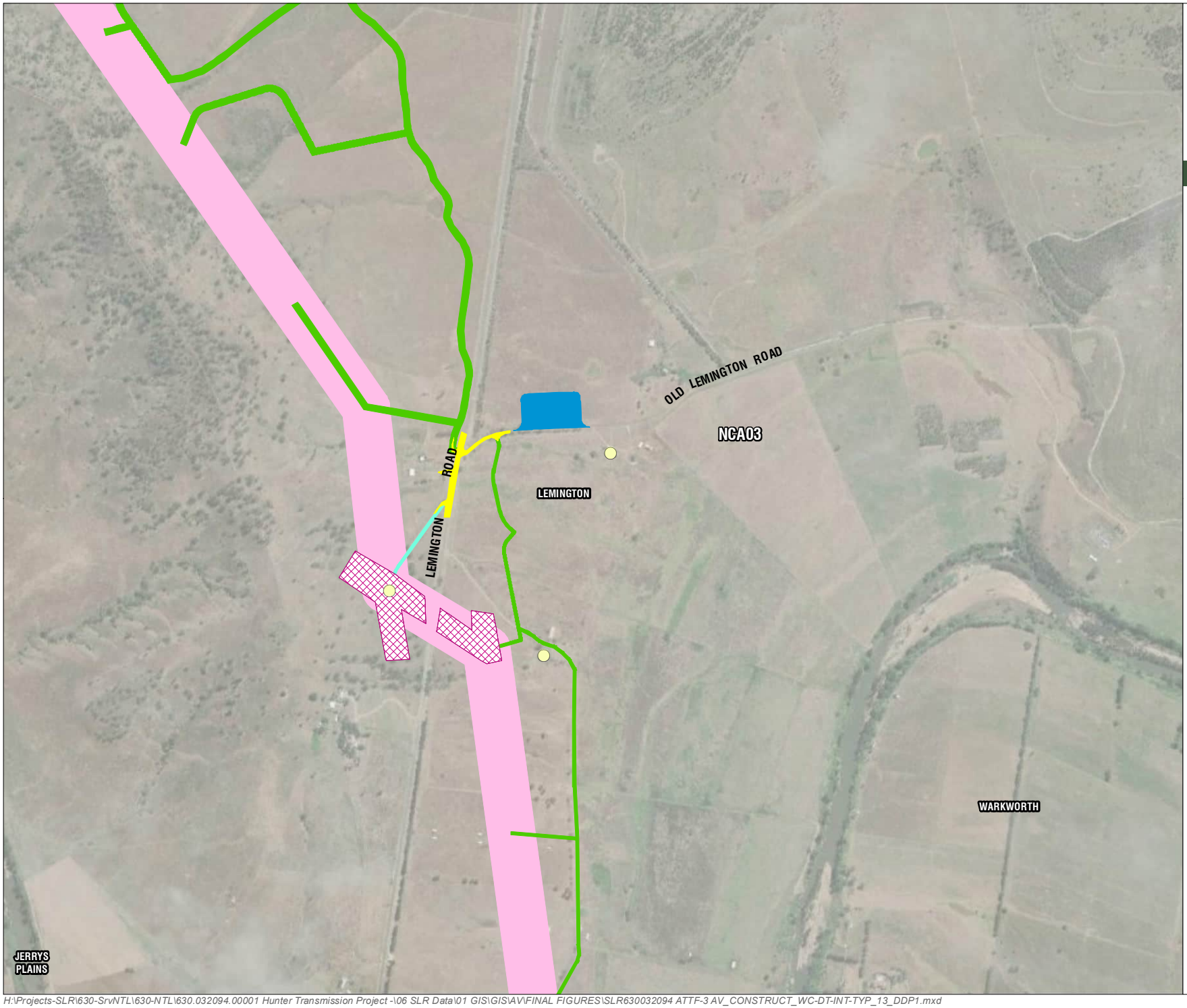
- 1 - 5 dB (Noticeable)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

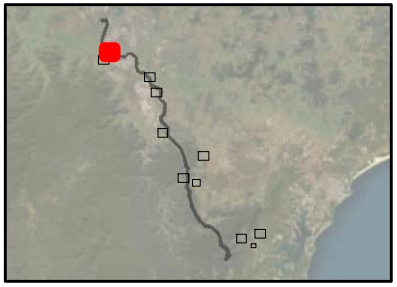
- Intersections (typical)

Other construction components

- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Laydown area
- Stringing station
- Stringing station (out of hours)

Noise Impacts

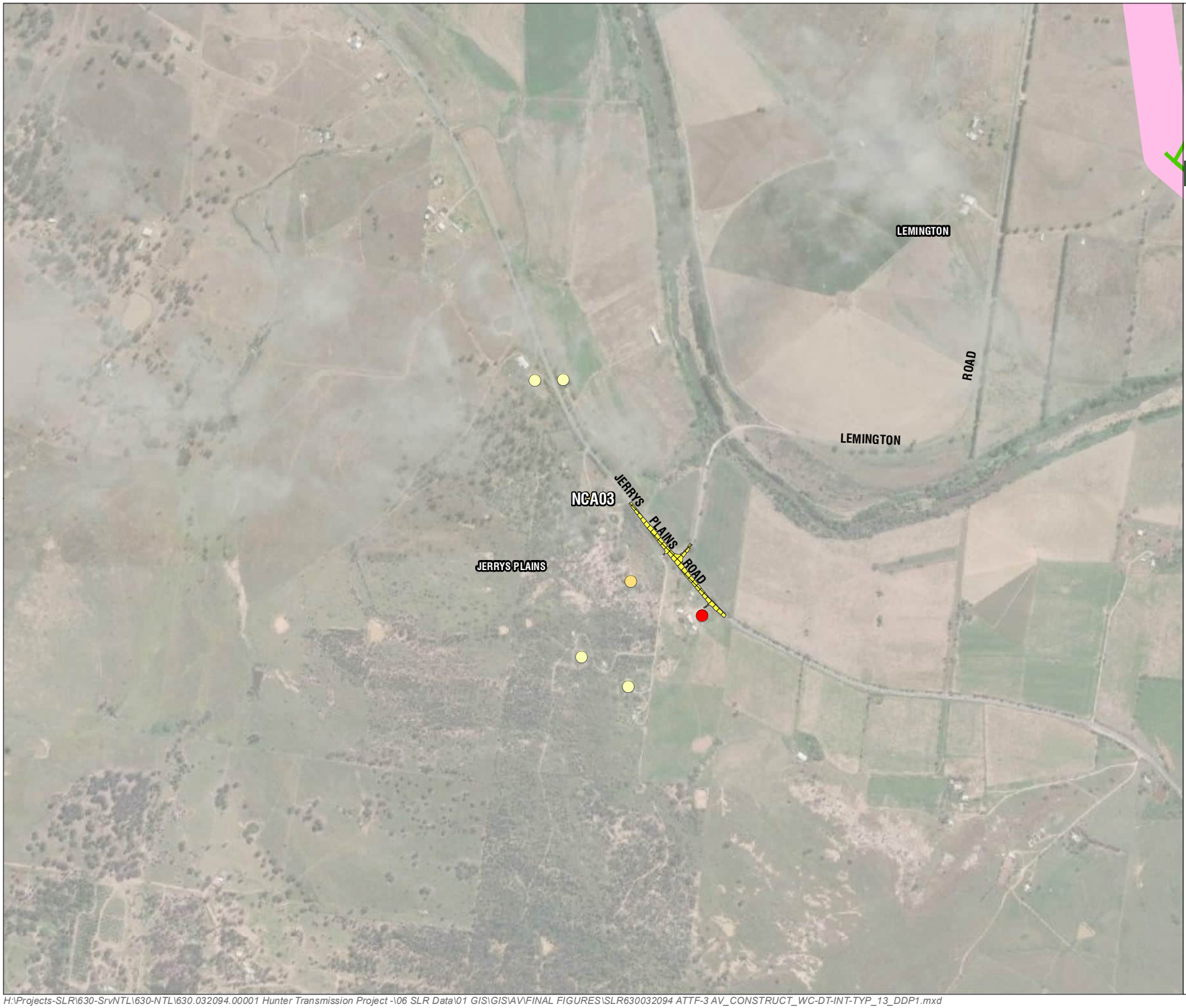
- 1 - 10 dB (Clearly Audible)



0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

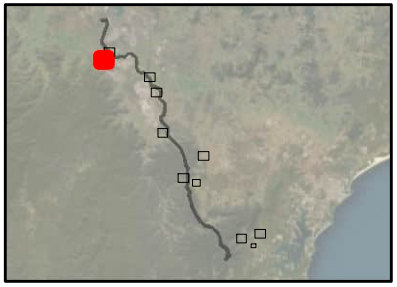
- Intersections (intensive)

Other construction components

- Access tracks (major)
- HTP Easement

Noise Impacts

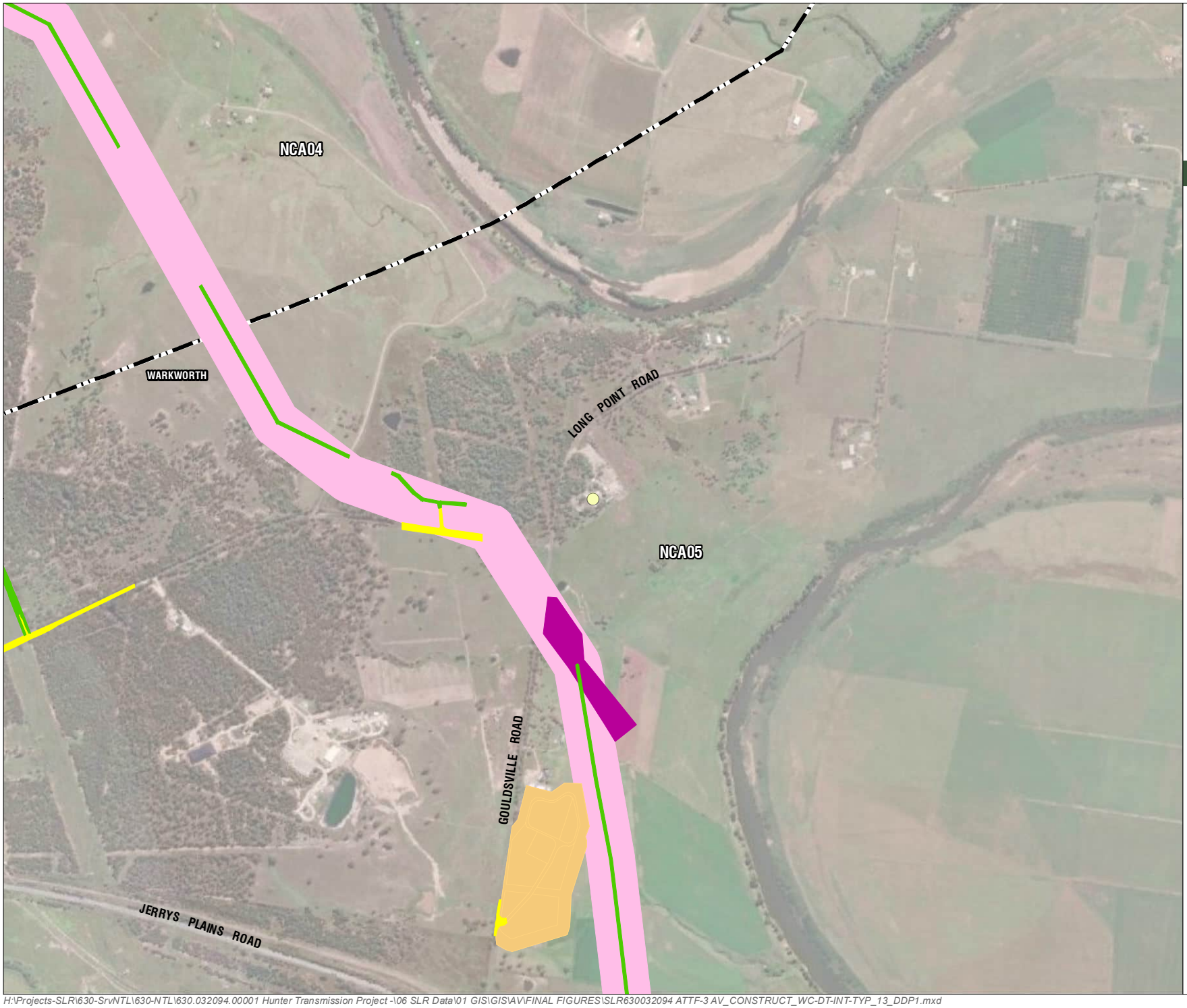
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 75 dBA (Highly Noise Affective)



0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

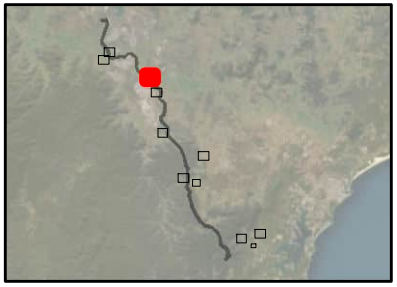
- Intersections (typical)

Other construction components

- Access tracks (major)
- Construction support site
- HTP Easement
- Stringing station

Noise Impacts

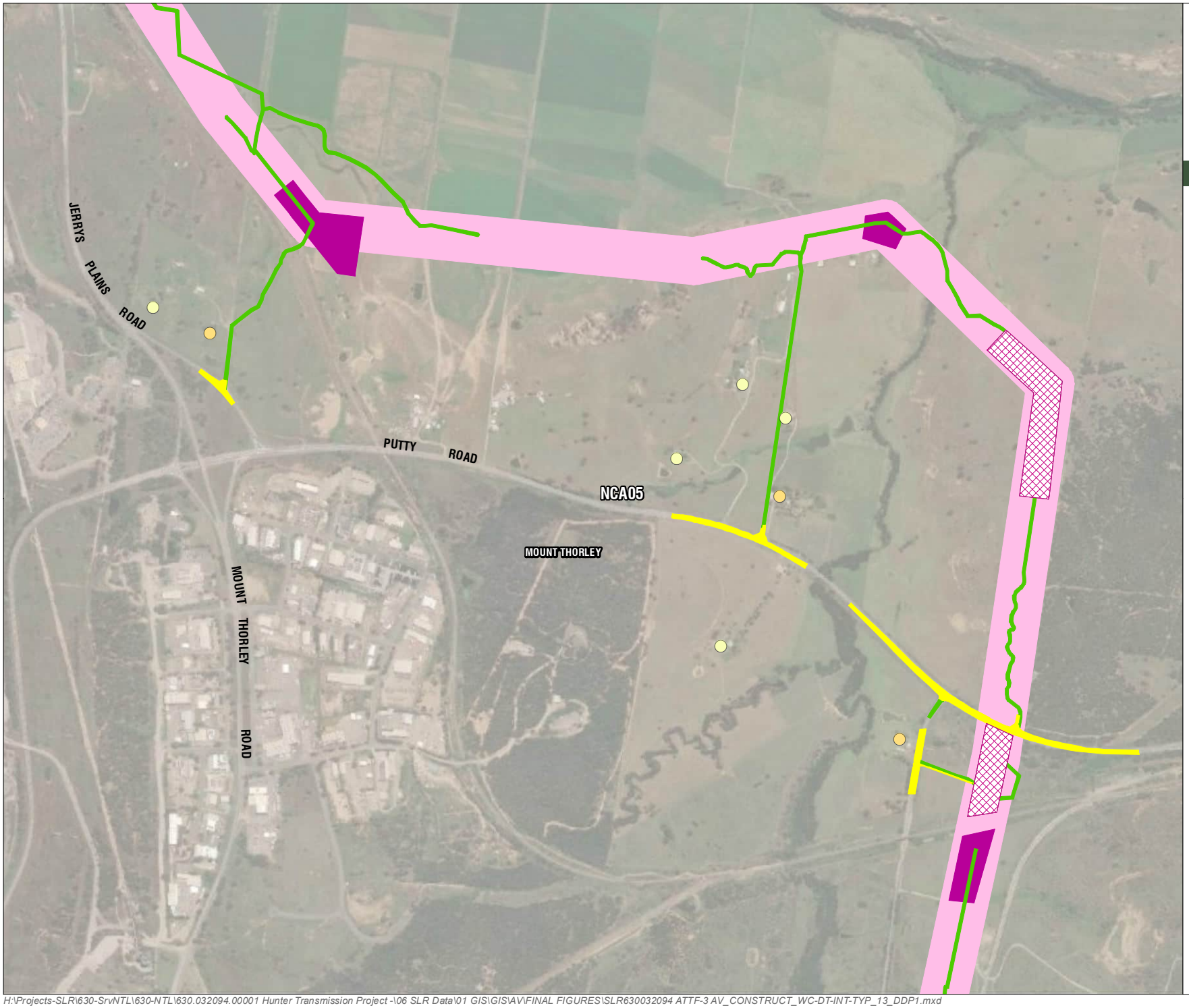
- 1 - 10 dB (Clearly Audible)



0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

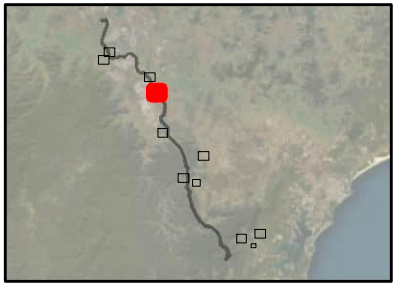
- Intersections (typical)

Other construction components

- Access tracks (major)
- HTP Easement
- Stringing station
- Stringing station (out of hours)

Noise Impacts

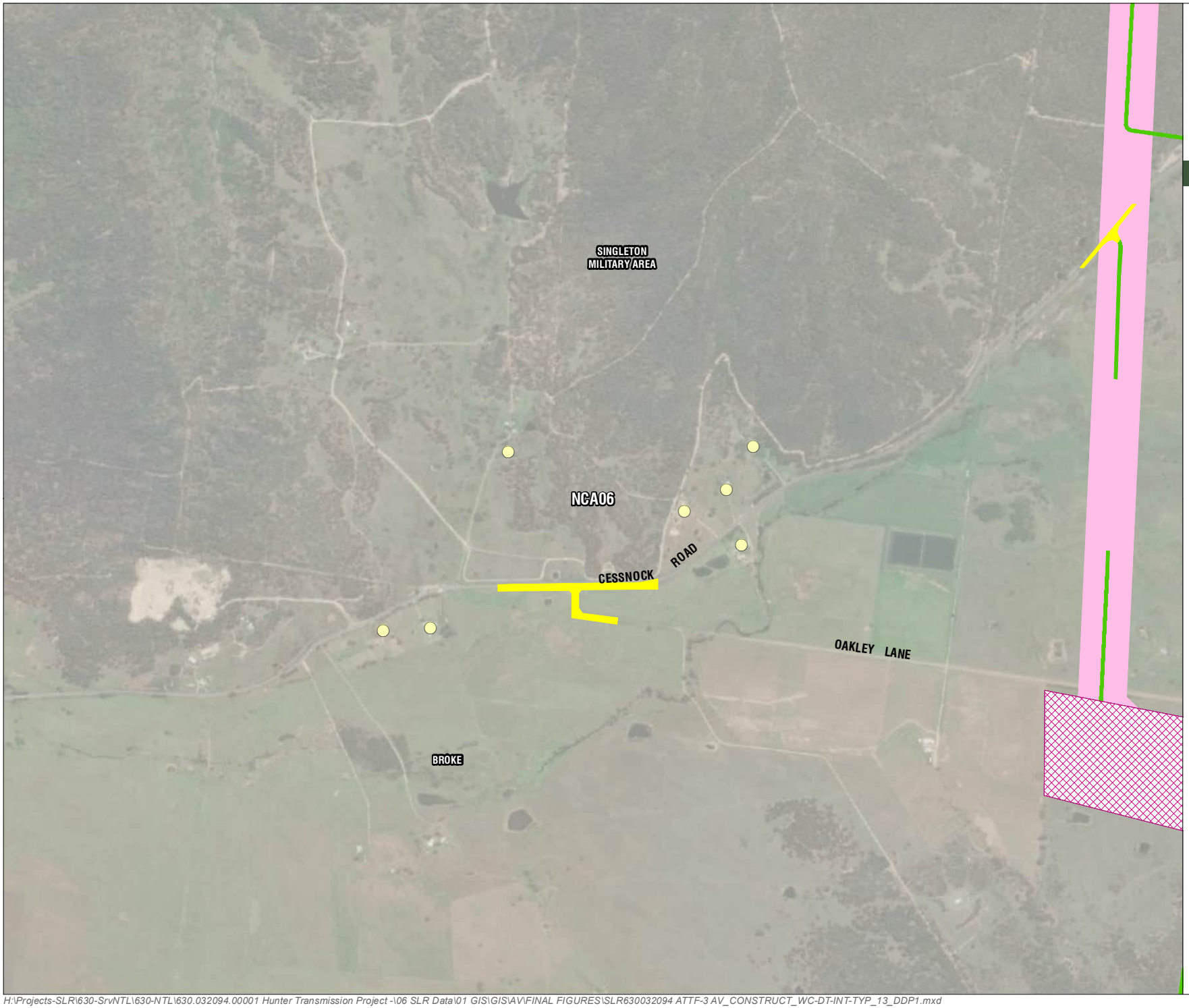
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)



0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

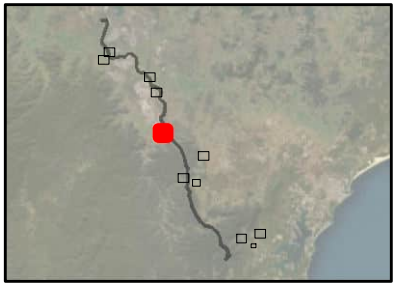
- Intersections (typical)

Other construction components

- Access tracks (major)
- HTP Easement
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)



0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

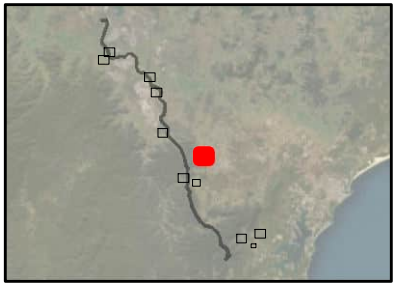
- Intersections (typical)

Other construction components

- Access tracks (major)

Noise Impacts

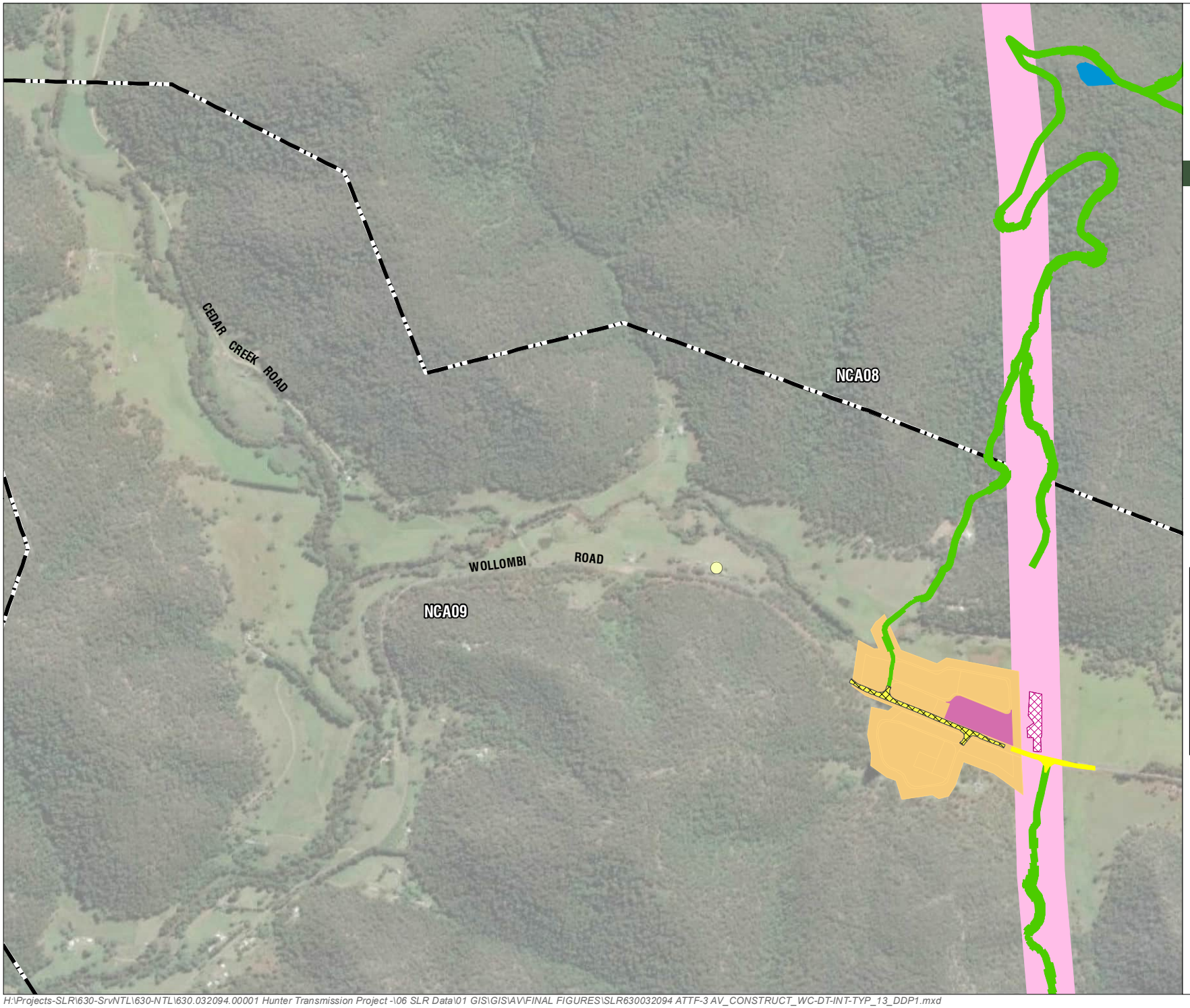
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)



0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

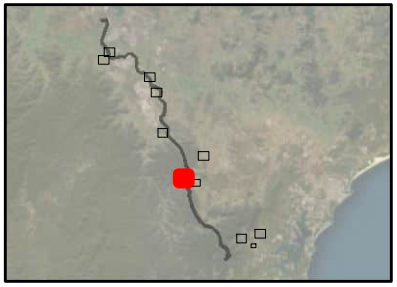
- Intersections (intensive)
- Intersections (typical)

Other construction components

- Access tracks (major)
- Accommodation site
- Construction support site
- HTP Easement
- Laydown area
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)

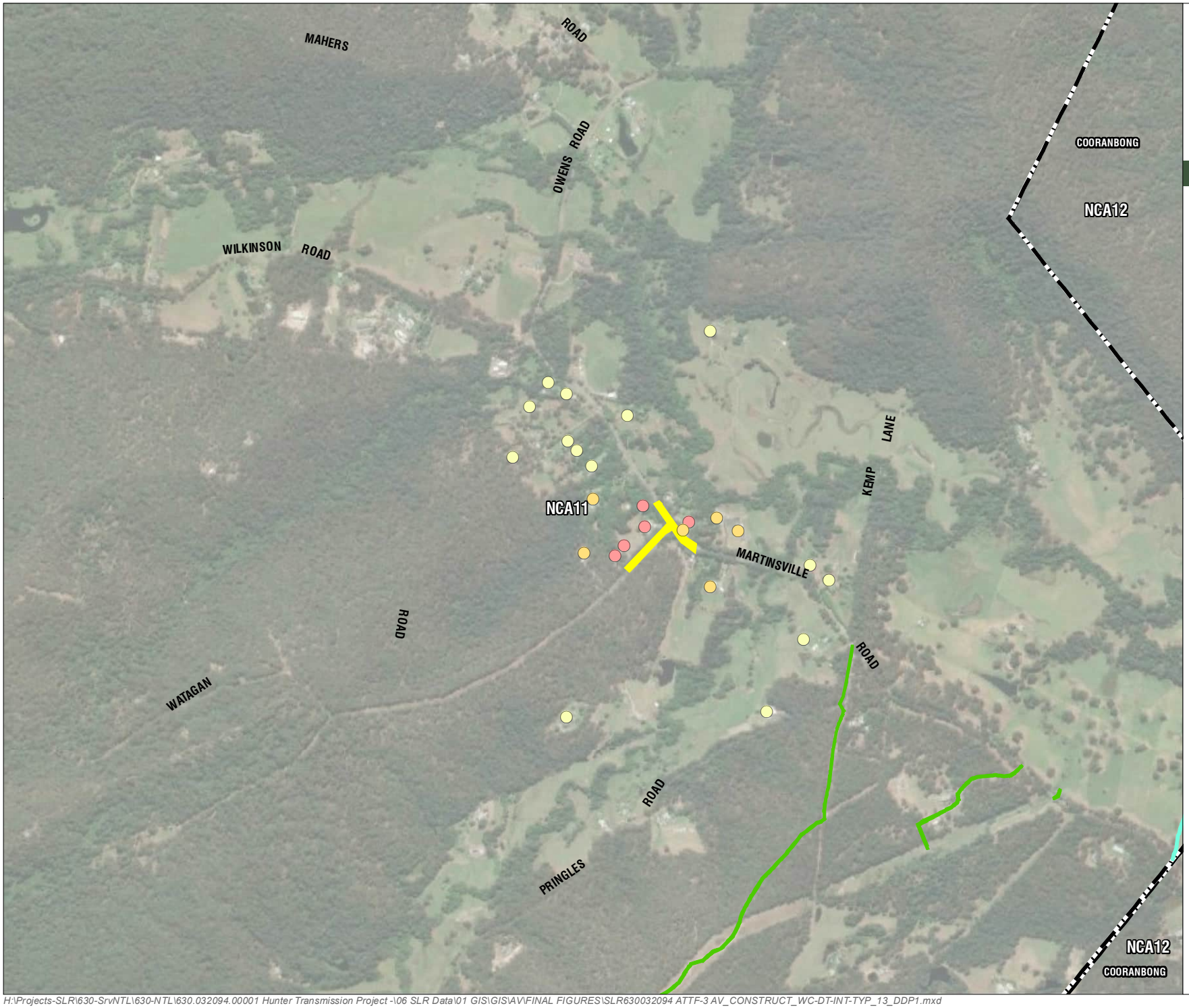


0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

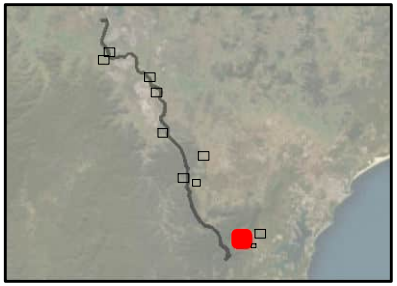
- Intersections (typical)

Other construction components

- Access tracks (major)
- Access tracks (minor)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)

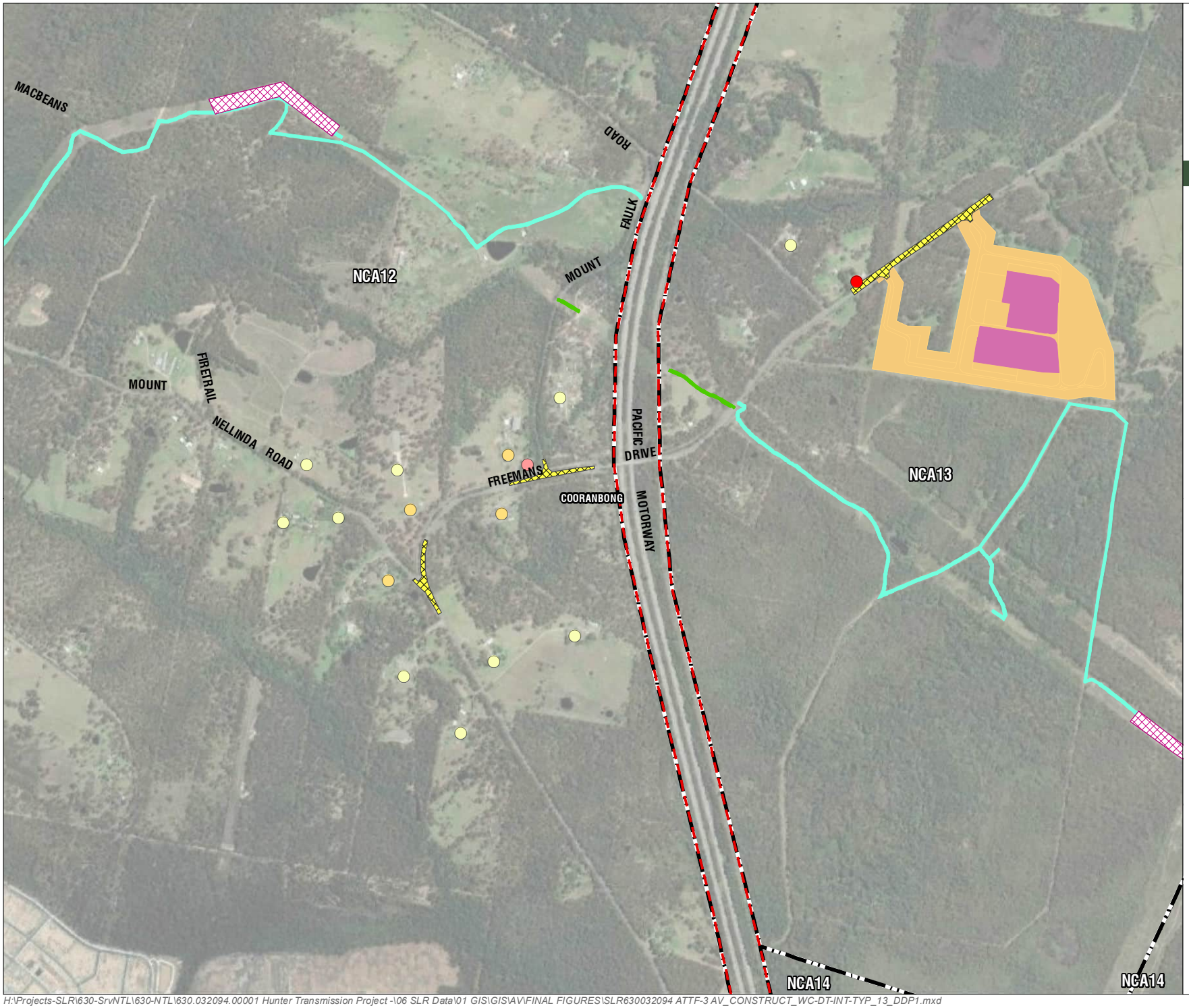


0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
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SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

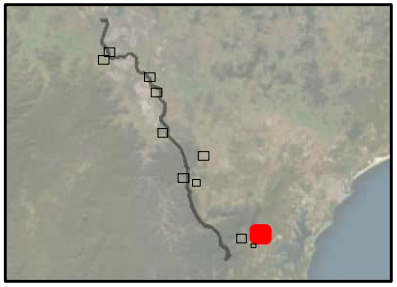
- Intersections (intensive)

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Stringing station
- Stringing station (out of hours)

Noise Impacts

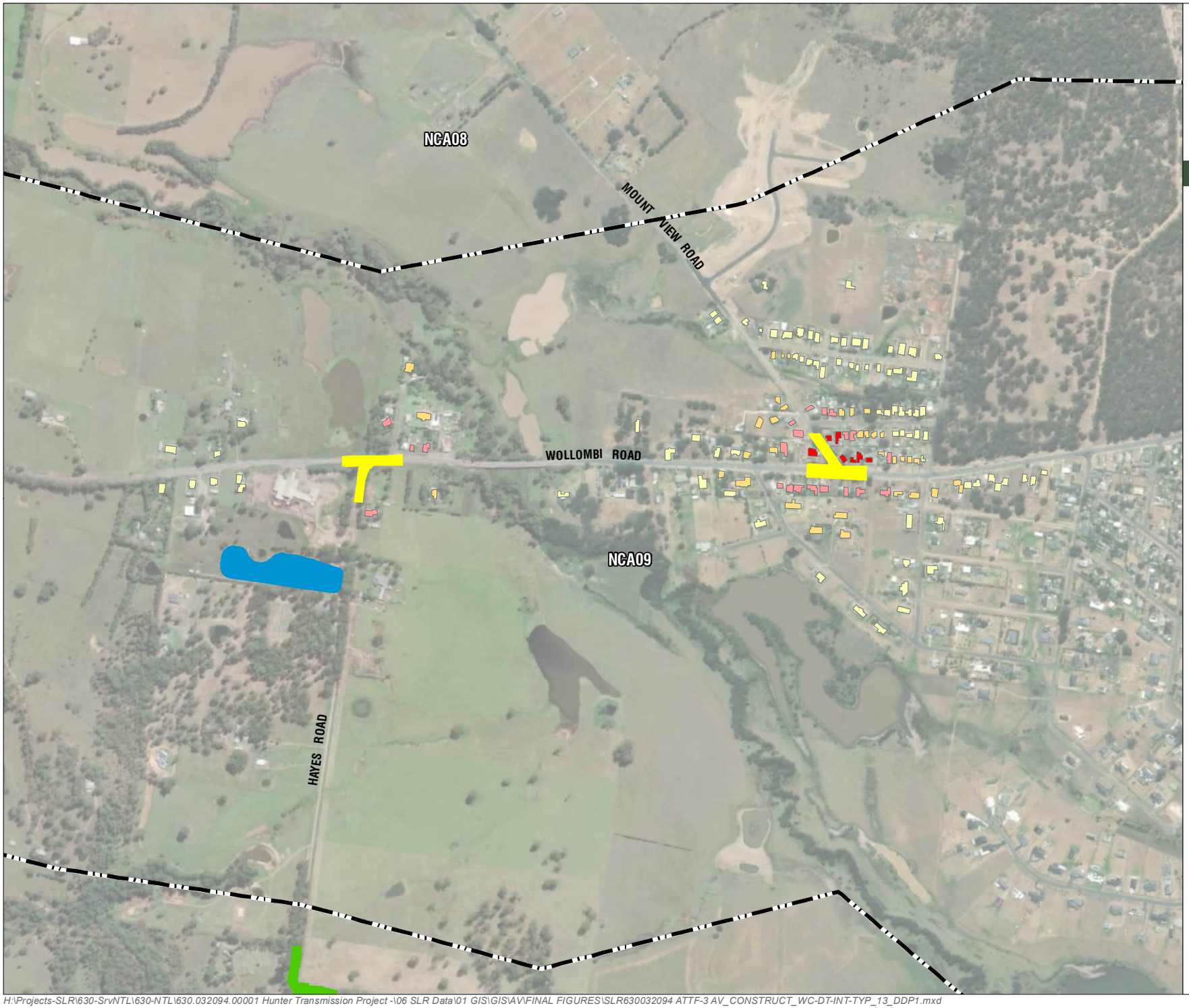
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affective)



0 195 390 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

- Study area
- NCA boundary

Assessed construction components

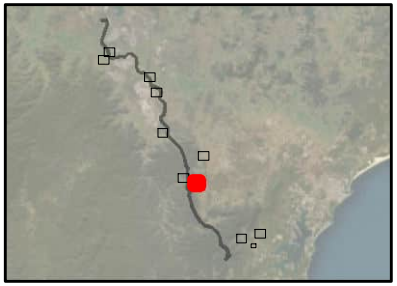
- Intersections (typical)

Other construction components

- Access tracks (major)
- Laydown area

Noise Impact (Buildings)

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affective)



0 145 290 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:11,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (TYPICAL) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.3

LEGEND

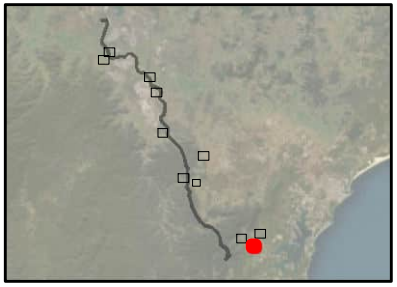
- Study area
- NCA boundary

Assessed construction components

- Intersections (intensive)

Noise Impact (Buildings)

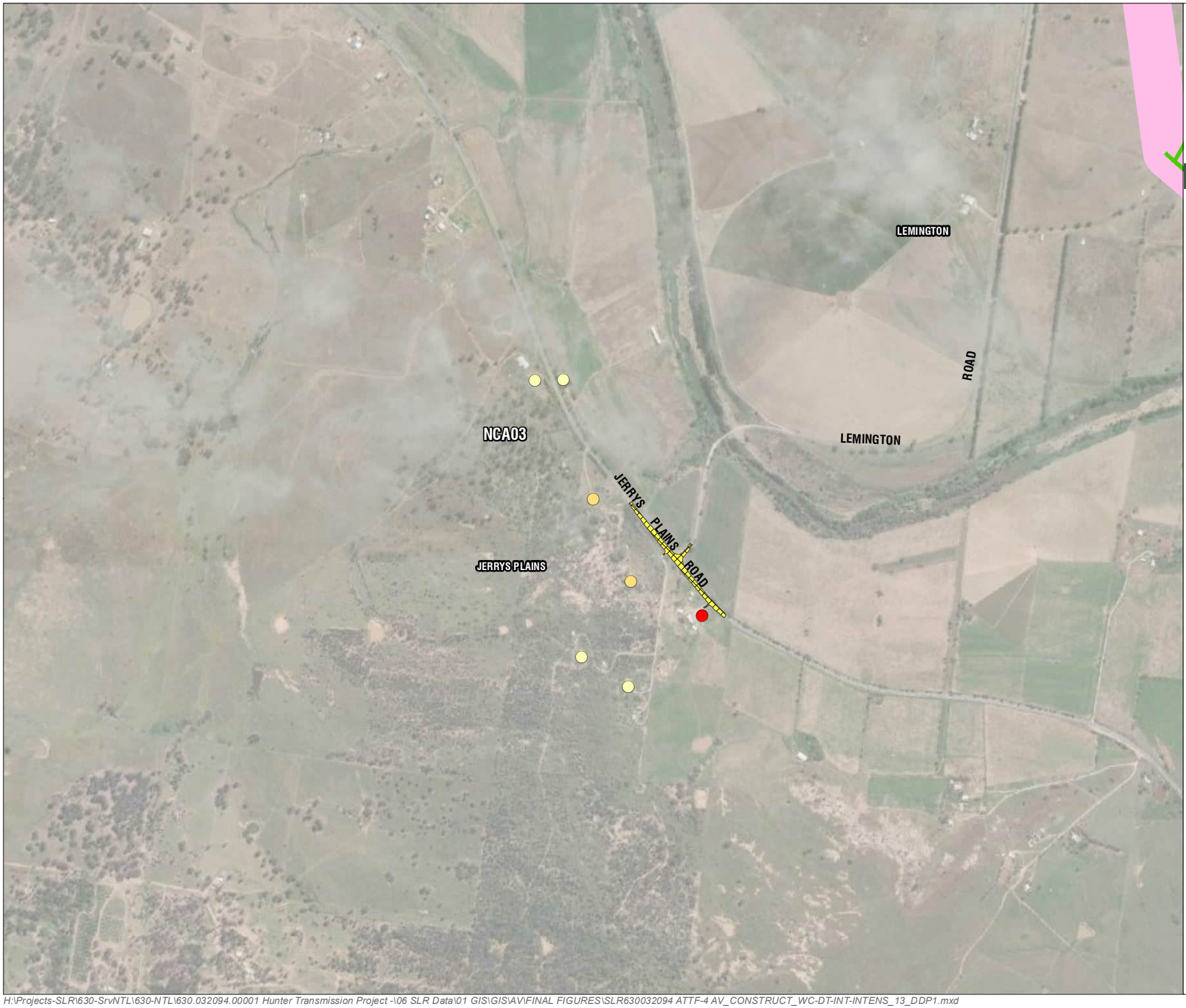
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affective)



0 75 150 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:6,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (INTENSIVE) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.4

LEGEND

- Study area
- NCA boundary

Assessed construction components

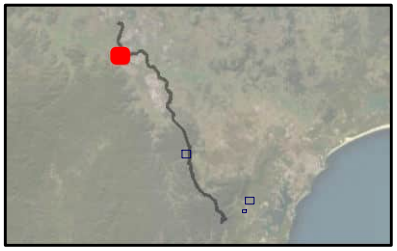
- Intersections (intensive)

Other construction components

- Access tracks (major)
- HTP Easement

Noise Impacts

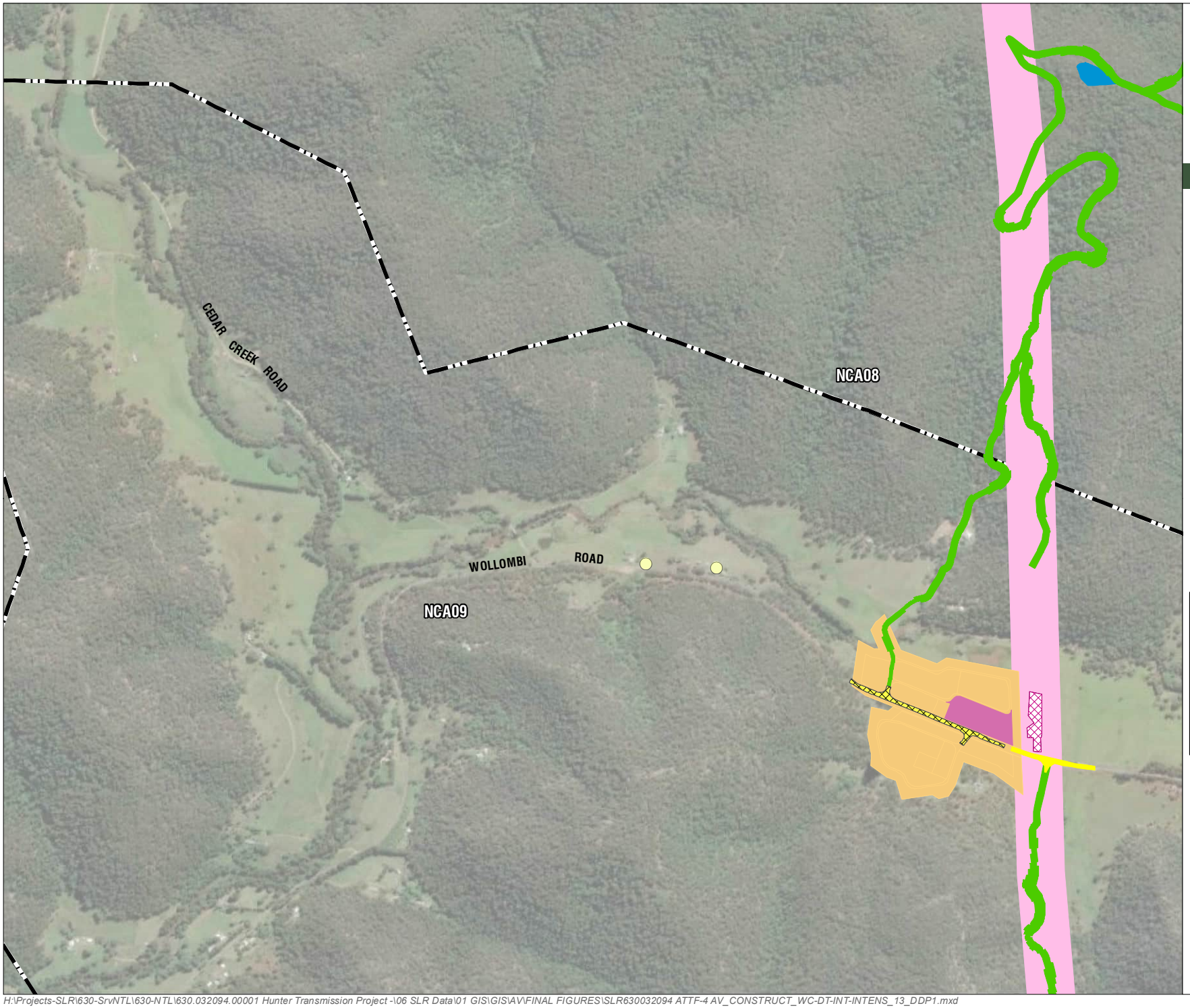
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 75 dBA (Highly Noise Affected)



0 187.5 375 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (INTENSIVE) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.4

LEGEND

- Study area
- NCA boundary

Assessed construction components

- Intersections (intensive)

Other construction components

- Access tracks (major)
- Accommodation site
- Construction support site
- HTP Easement
- Intersections (typical)
- Laydown area
- Stringing station
- Stringing station (out of hours)

Noise Impacts

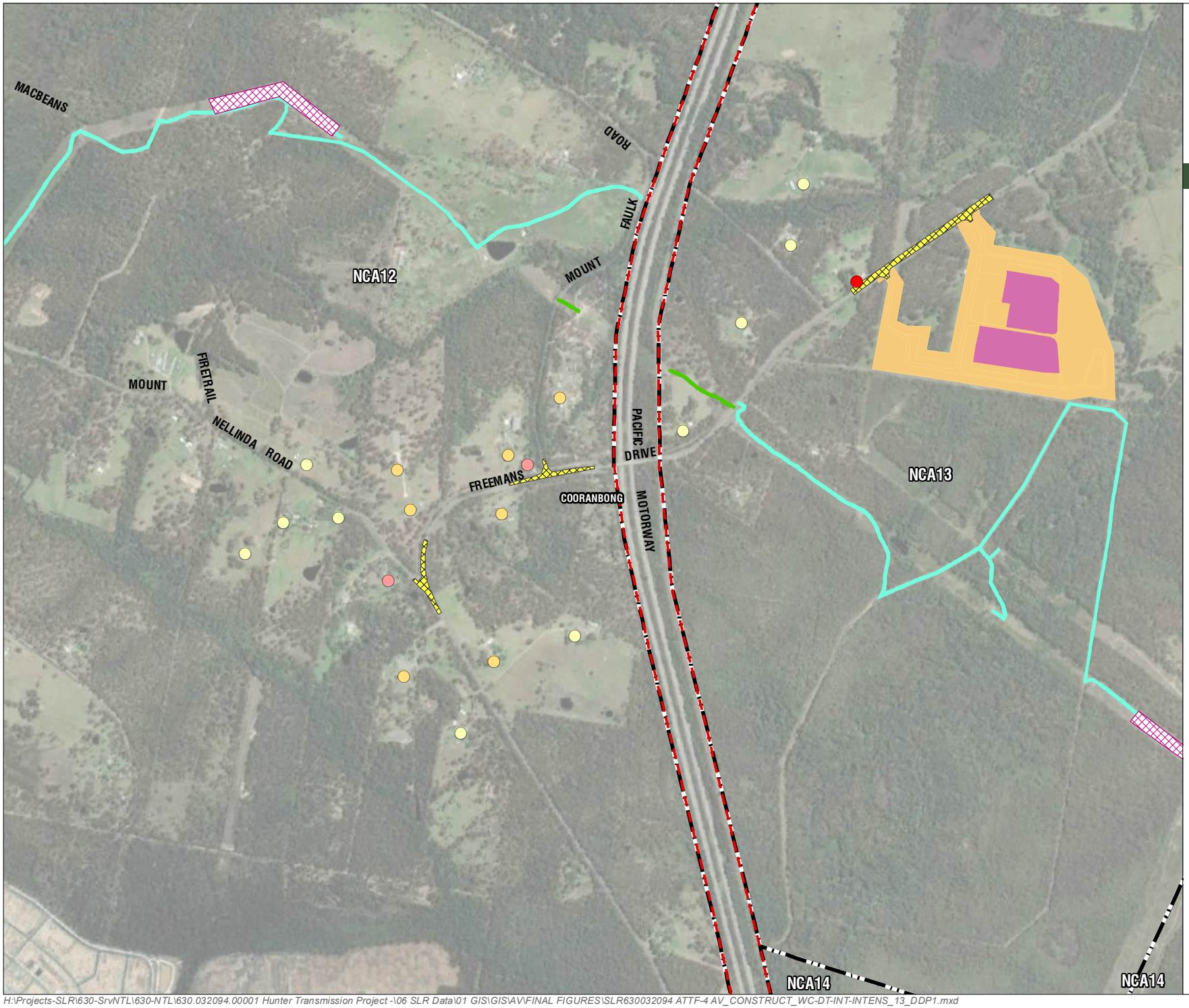
- 1 - 10 dB (Clearly Audible)



0 187.5 375 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (INTENSIVE) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.4

LEGEND

- Study area
- NCA boundary

Assessed construction components

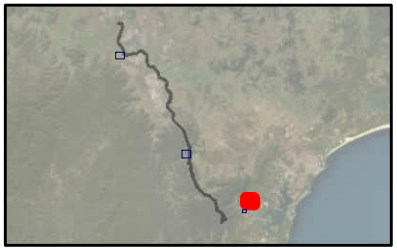
- Intersections (intensive)

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)



0 187.5 375 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME INTERSECTIONS (INTENSIVE) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.4

LEGEND

- Study area
- NCA boundary

Assessed construction components

- Intersections (intensive)

Noise Impact (Buildings)

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)

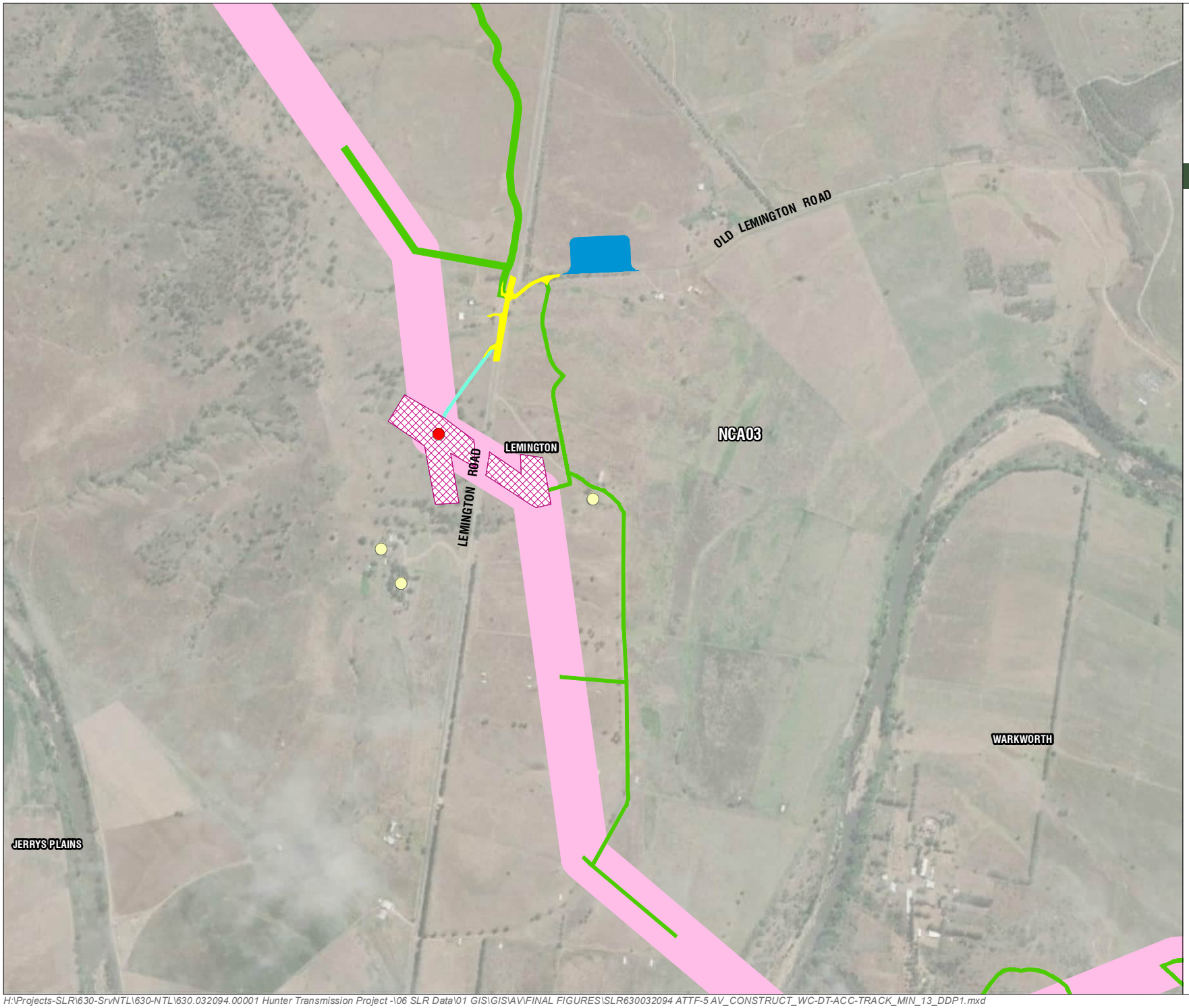


0 75 150 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:6,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTF-4 AV_CONSTRUCT_WC-DT-INT-INTENS_13_DDP1.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

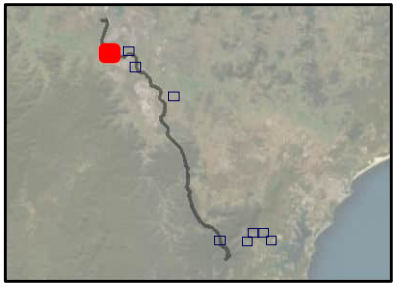
- Access tracks (minor)

Other construction components

- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Laydown area
- Stringing station
- Stringing station (out of hours)

Noise Impacts

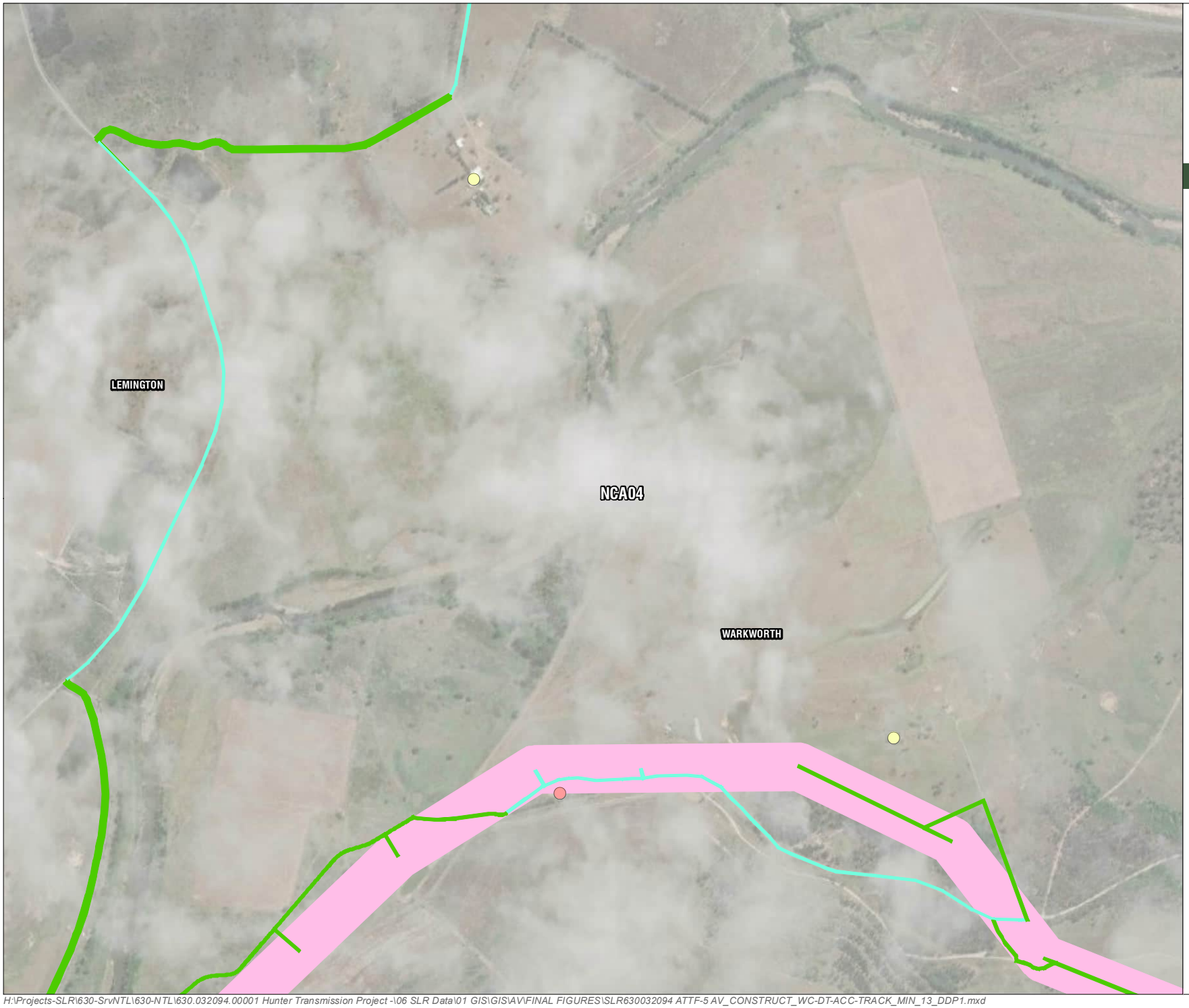
- 1 - 10 dB (Clearly Audible)
- > 75 dBA (Highly Noise Affected)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

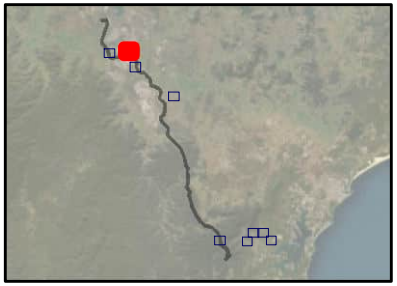
- Access tracks (minor)

Other construction components

- Access tracks (major)
- HTP Easement

Noise Impacts

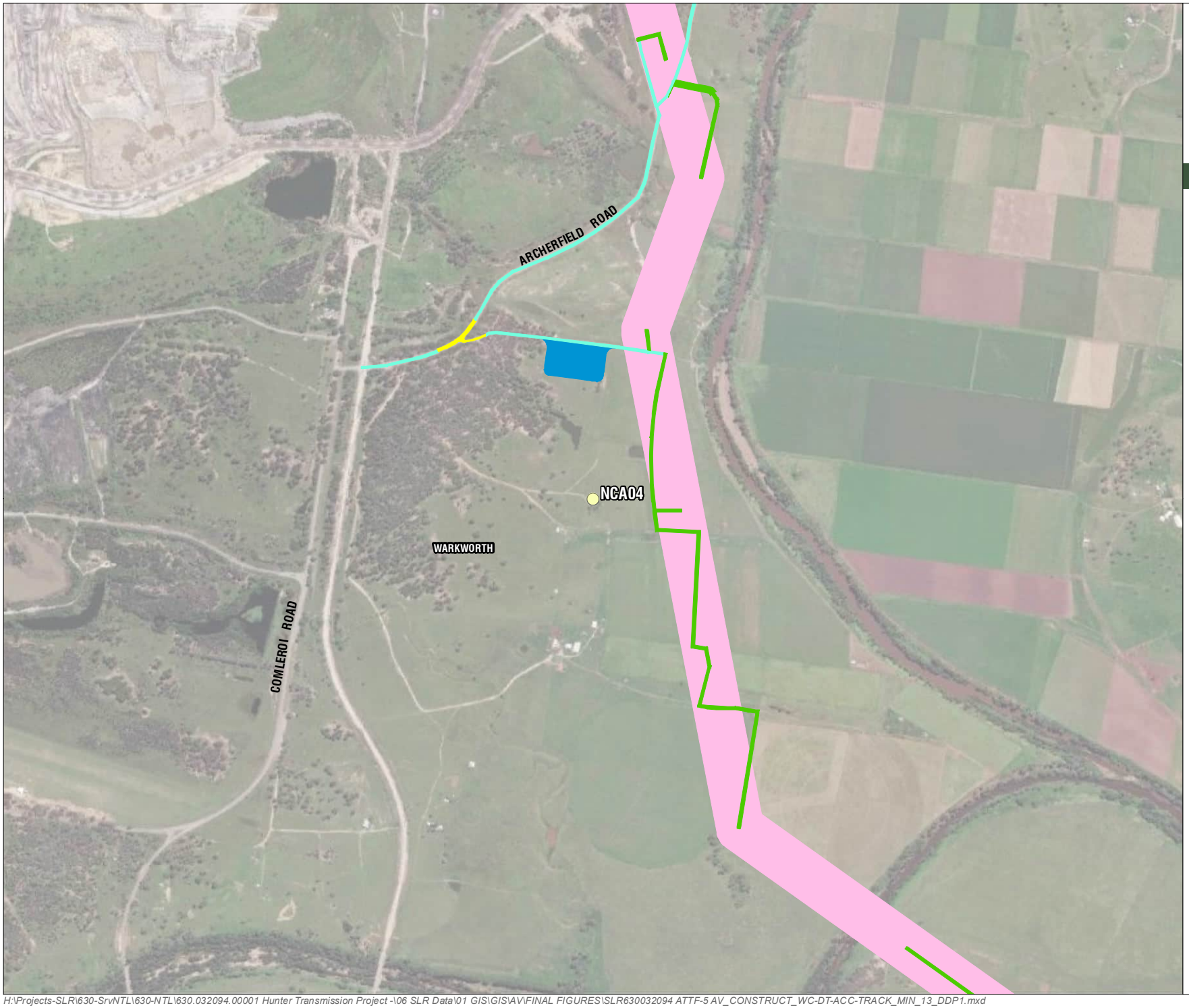
- 1 - 10 dB (Clearly Audible)
- > 20 dB (Highly Intrusive)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

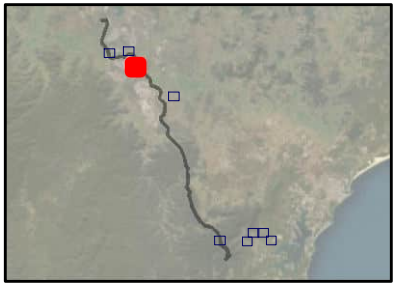
- Access tracks (minor)

Other construction components

- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Laydown area

Noise Impacts

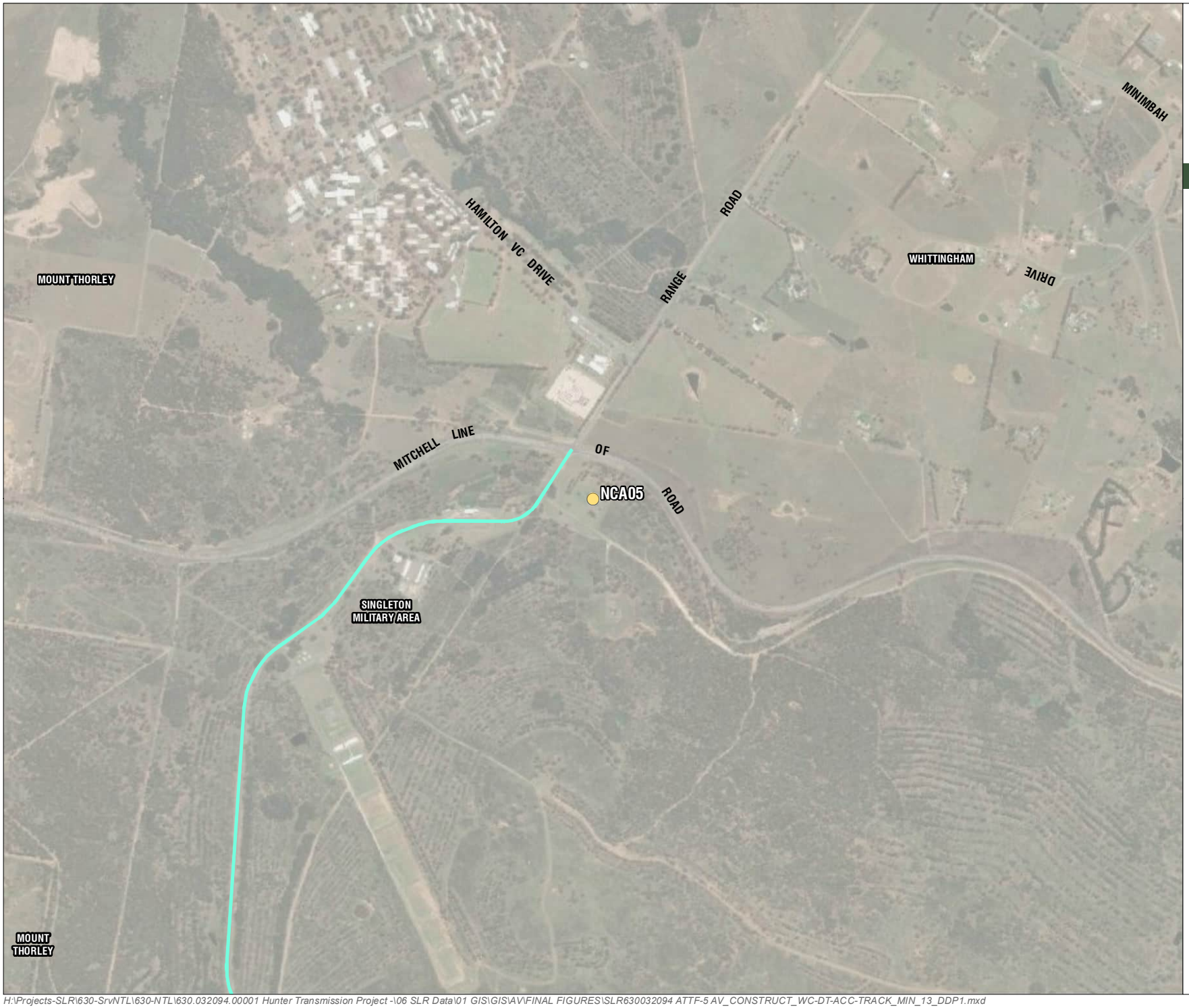
- 1 - 10 dB (Clearly Audible)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

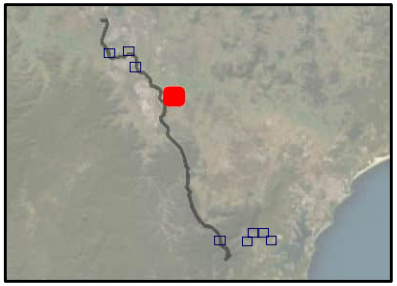
- Study area
- NCA boundary

Assessed construction components

- Access tracks (minor)

Noise Impacts

- 11 - 20 dB (Moderately Intrusive)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

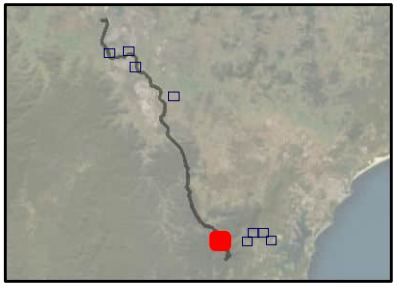
- Access tracks (minor)

Other construction components

- Access tracks (major with rock breaking)
- HTP Easement

Noise Impacts

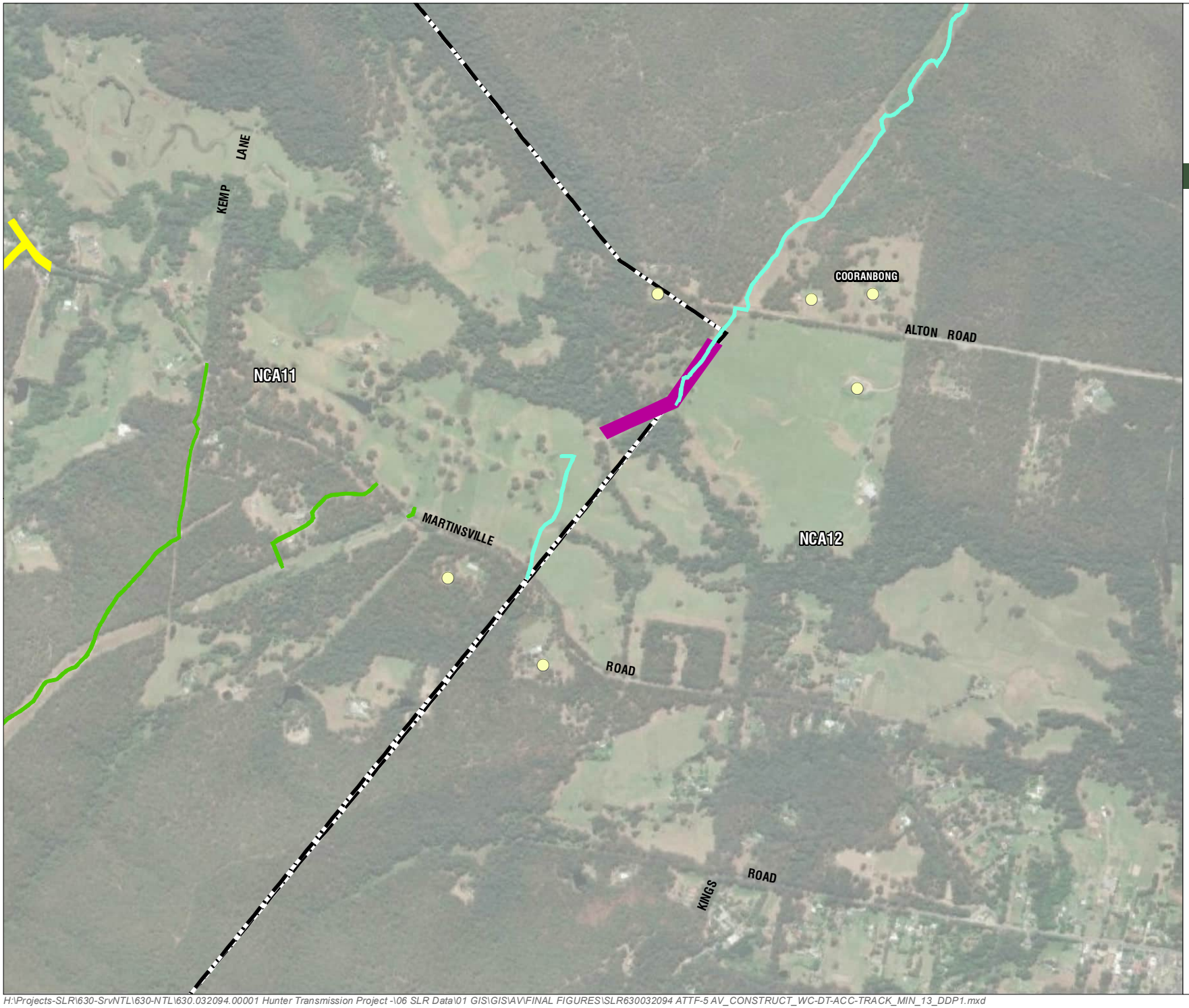
- 11 - 20 dB (Moderately Intrusive)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

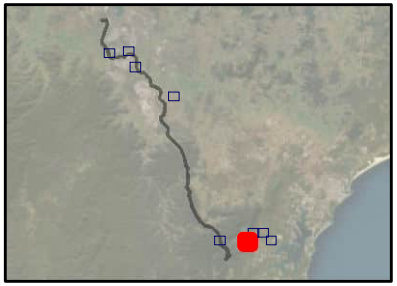
- Access tracks (minor)

Other construction components

- Access tracks (major)
- Intersections (typical)
- Stringing station

Noise Impacts

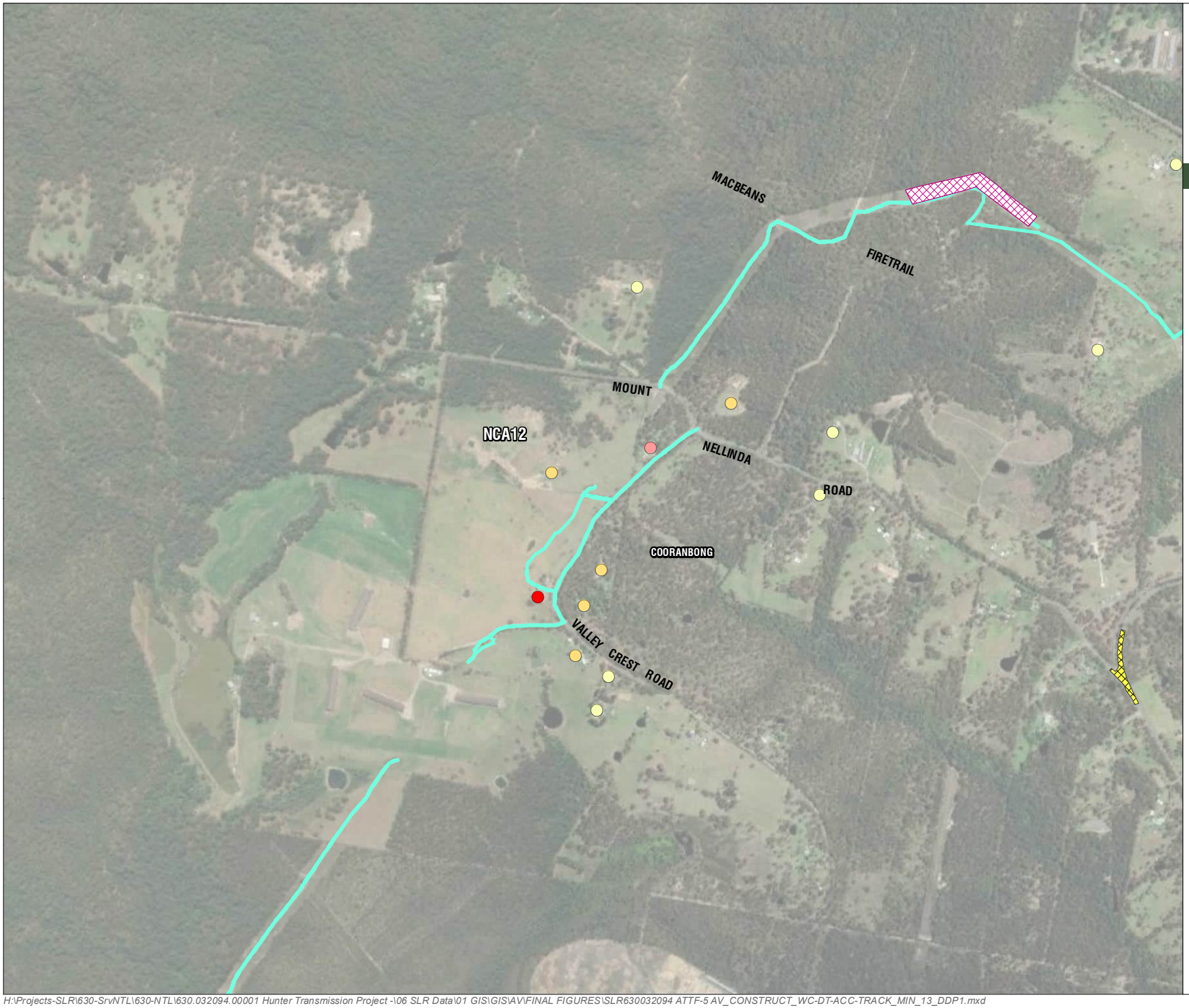
- 1 - 10 dB (Clearly Audible)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

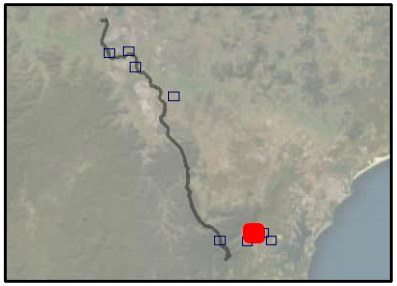
- Access tracks (minor)

Other construction components

- Intersections (intensive)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)

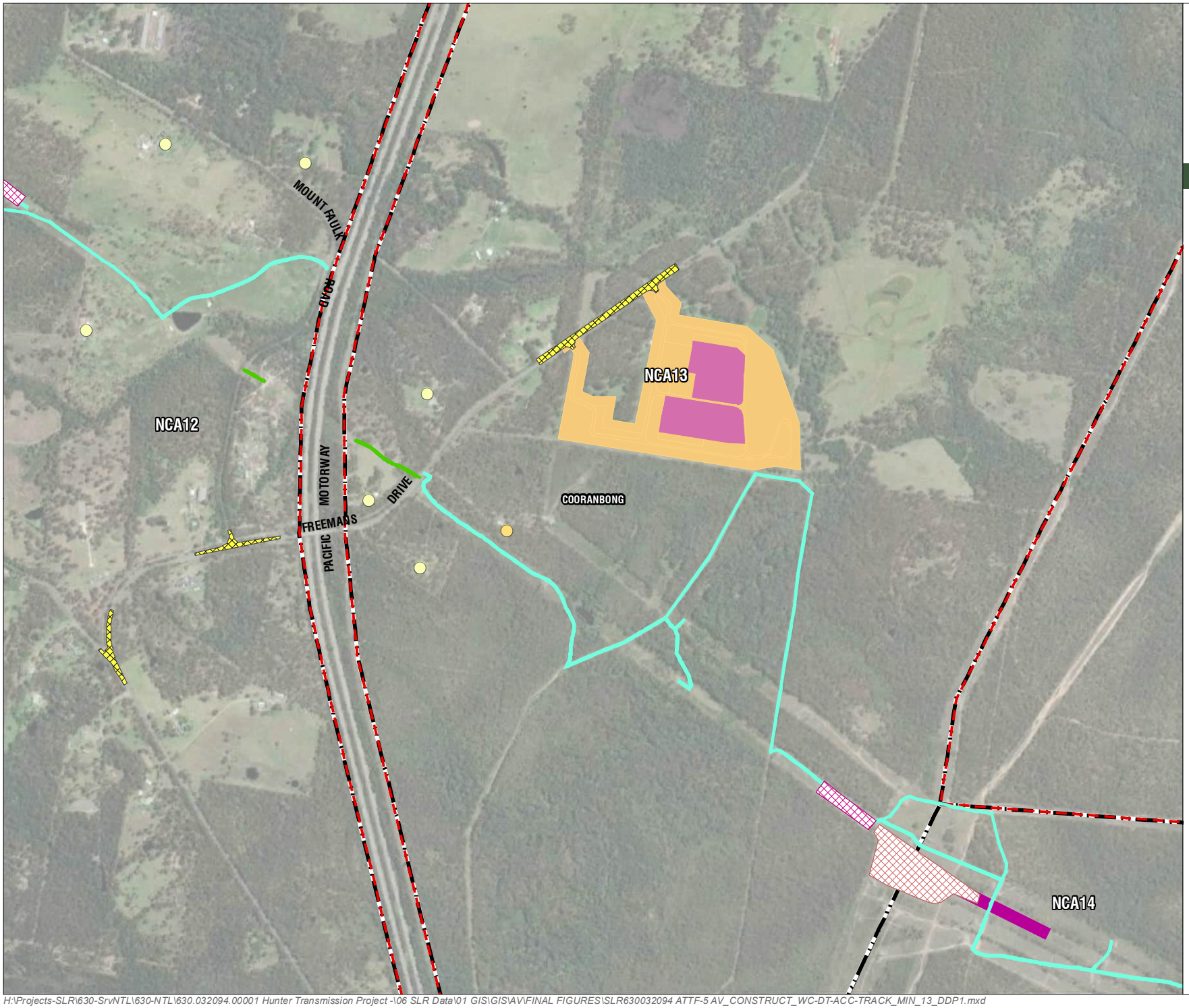


0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

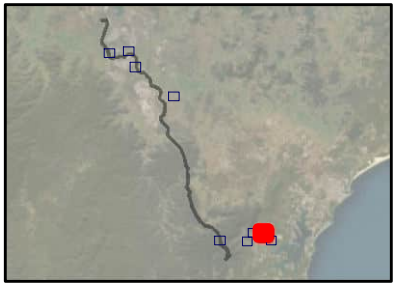
- Access tracks (minor)

Other construction components

- Access tracks (major)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing station
- Stringing station (out of hours)
- Substation site (underground)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)

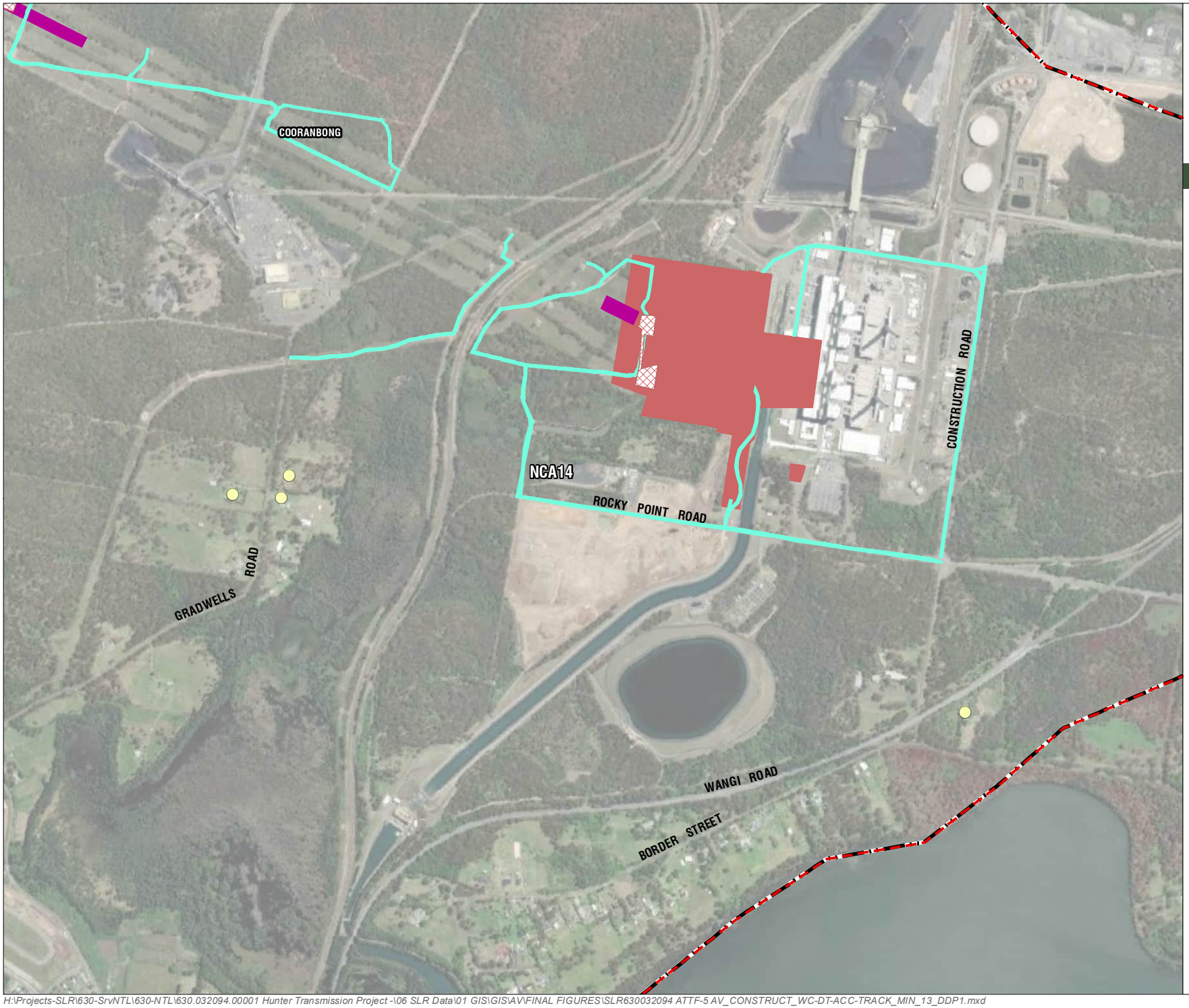


0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTF-5 AV_CONSTRUCT_WC-DT-ACC-TRACK_MIN_13_DDP1.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MINOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.5

LEGEND

- Study area
- NCA boundary

Assessed construction components

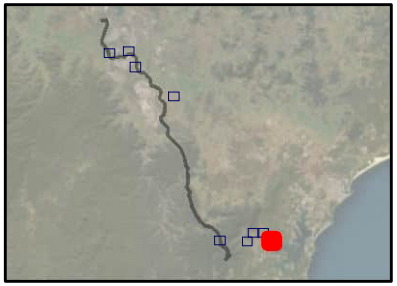
- Access tracks (minor)

Other construction components

- Stringing station
- Substation site
- Substation site (underground)

Noise Impacts

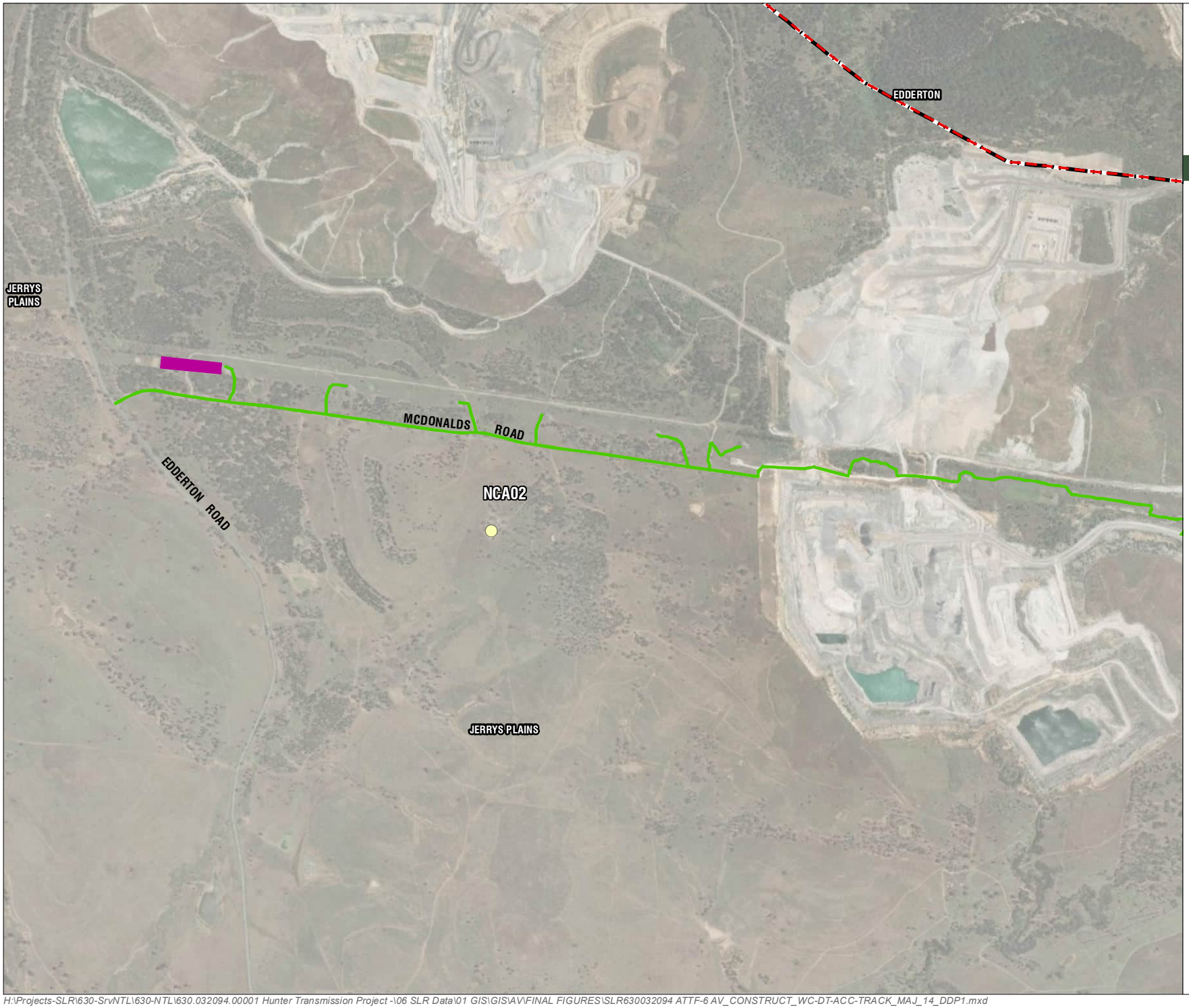
- 1 - 10 dB (Clearly Audible)



0 200 400 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:15,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

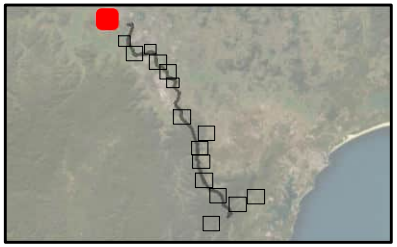
- Access tracks (major)

Other construction components

- Stringing station

Noise Impacts

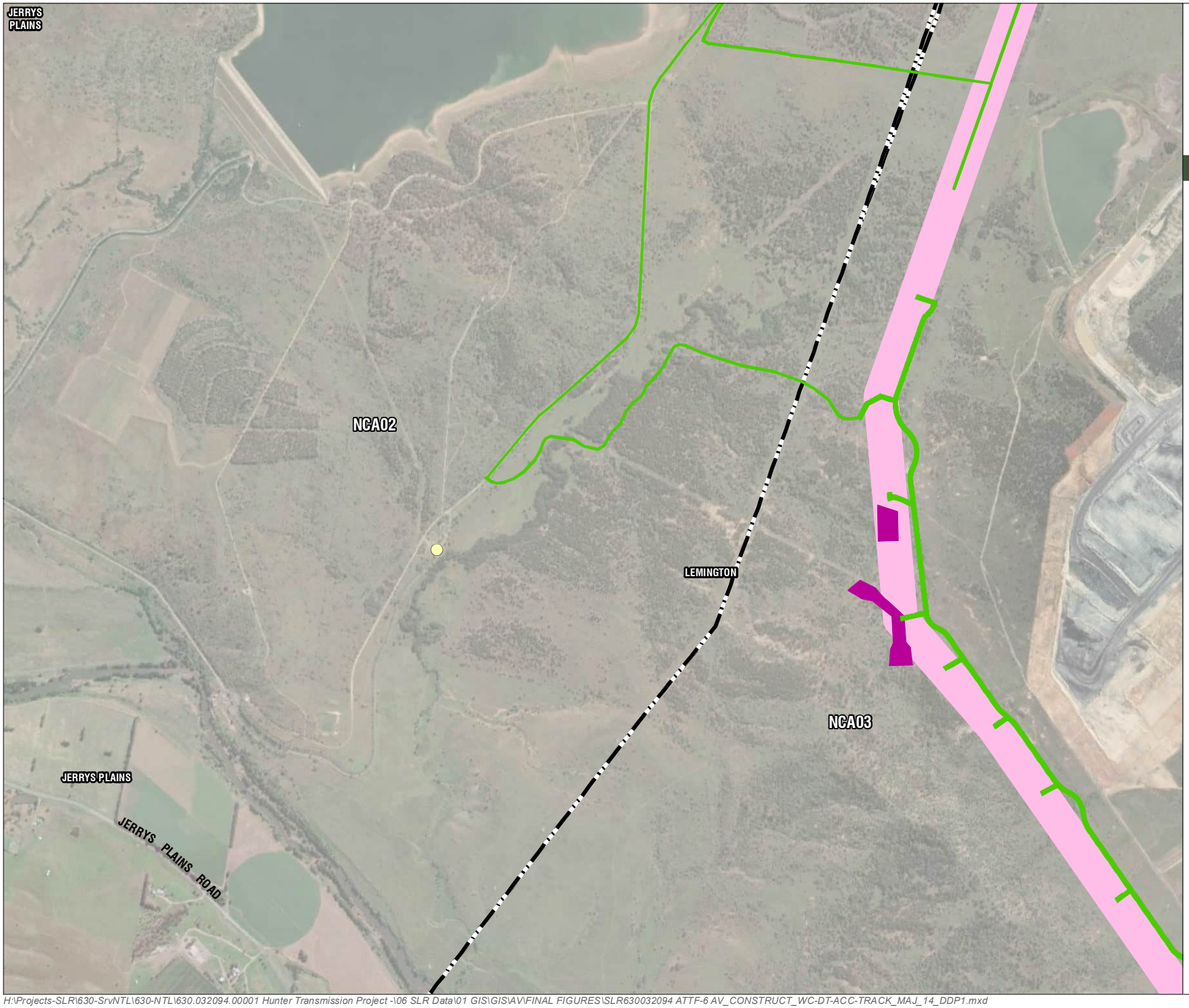
- 1 - 10 dB (Clearly Audible)



0 280 560 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:21,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study
- NCA

Assessed construction

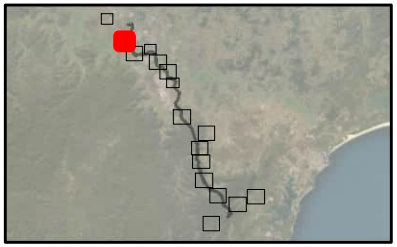
- Access tracks

Other construction

- HTP Easement
- Stringing

Noise

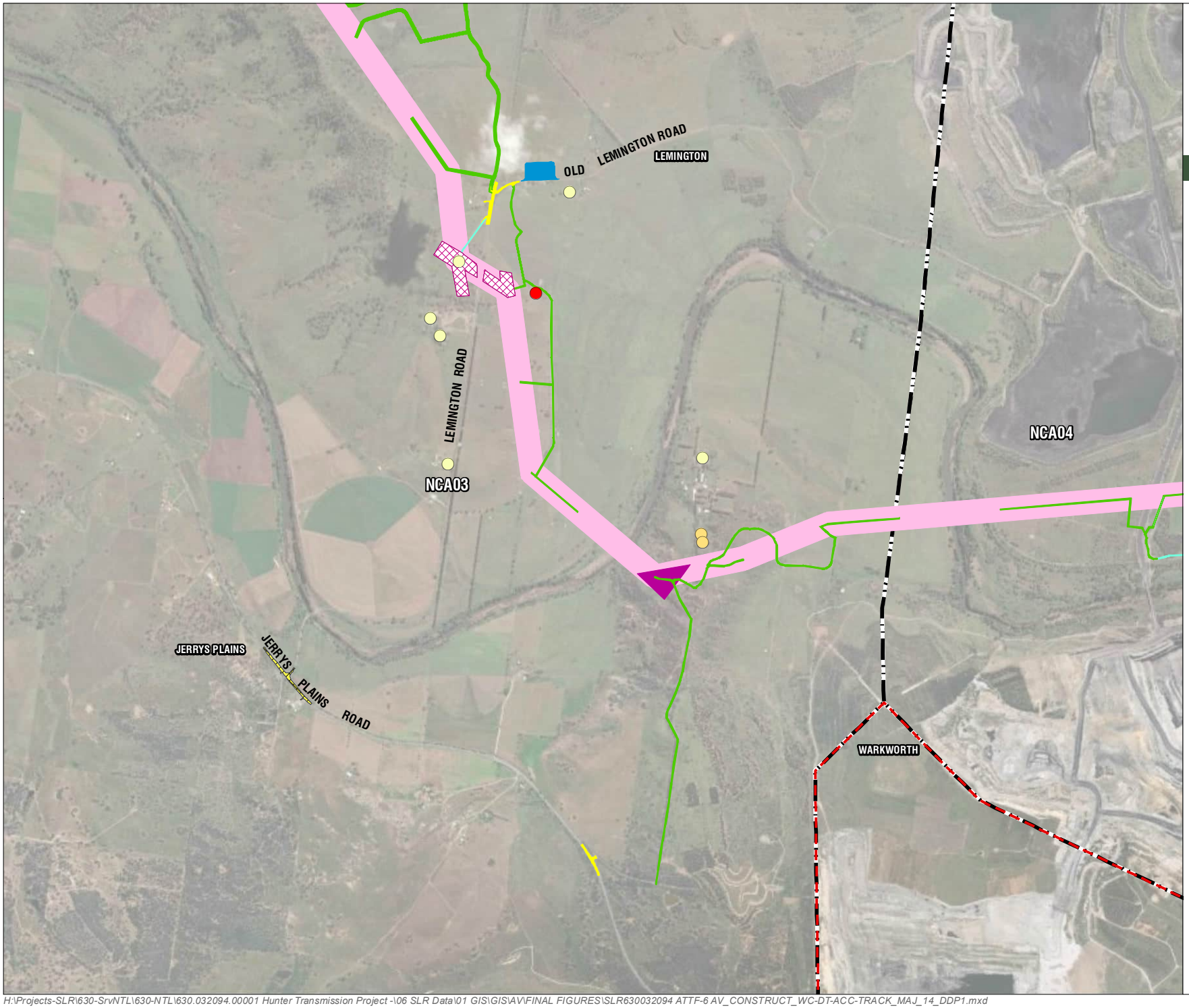
- 1 - 10 dB (Clearly



0 280 560 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:21,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study
- NCA

Assessed construction

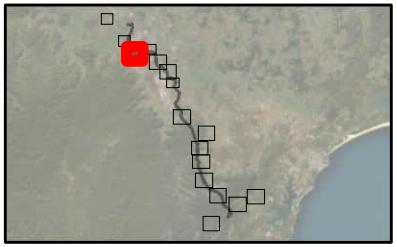
- Access tracks

Other construction

- Access tracks
- HTP Easement
- Intersections
- Intersections
- Laydown
- Stringing
- Stringing station (out of

Noise

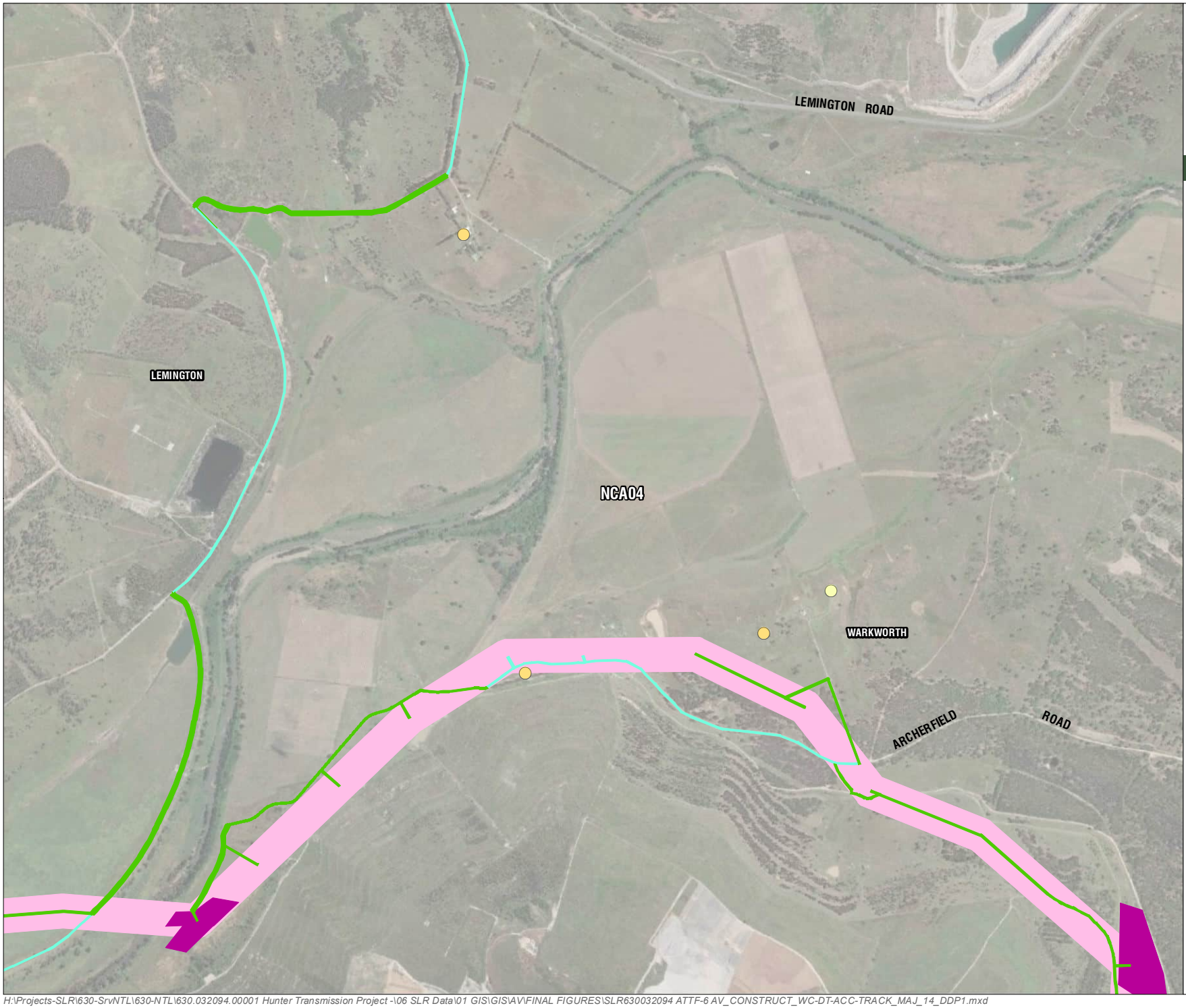
- 1 - 10 dB (Clearly
- 11 - 20 dB (Moderately
- > 75 dBA (Highly Noise



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

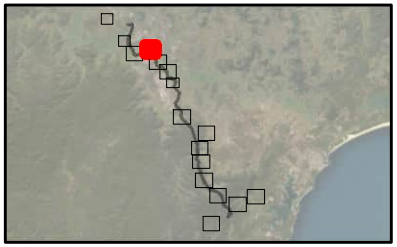
- Access tracks (major)

Other construction components

- Access tracks (minor)
- HTP Easement
- Stringing station

Noise Impacts

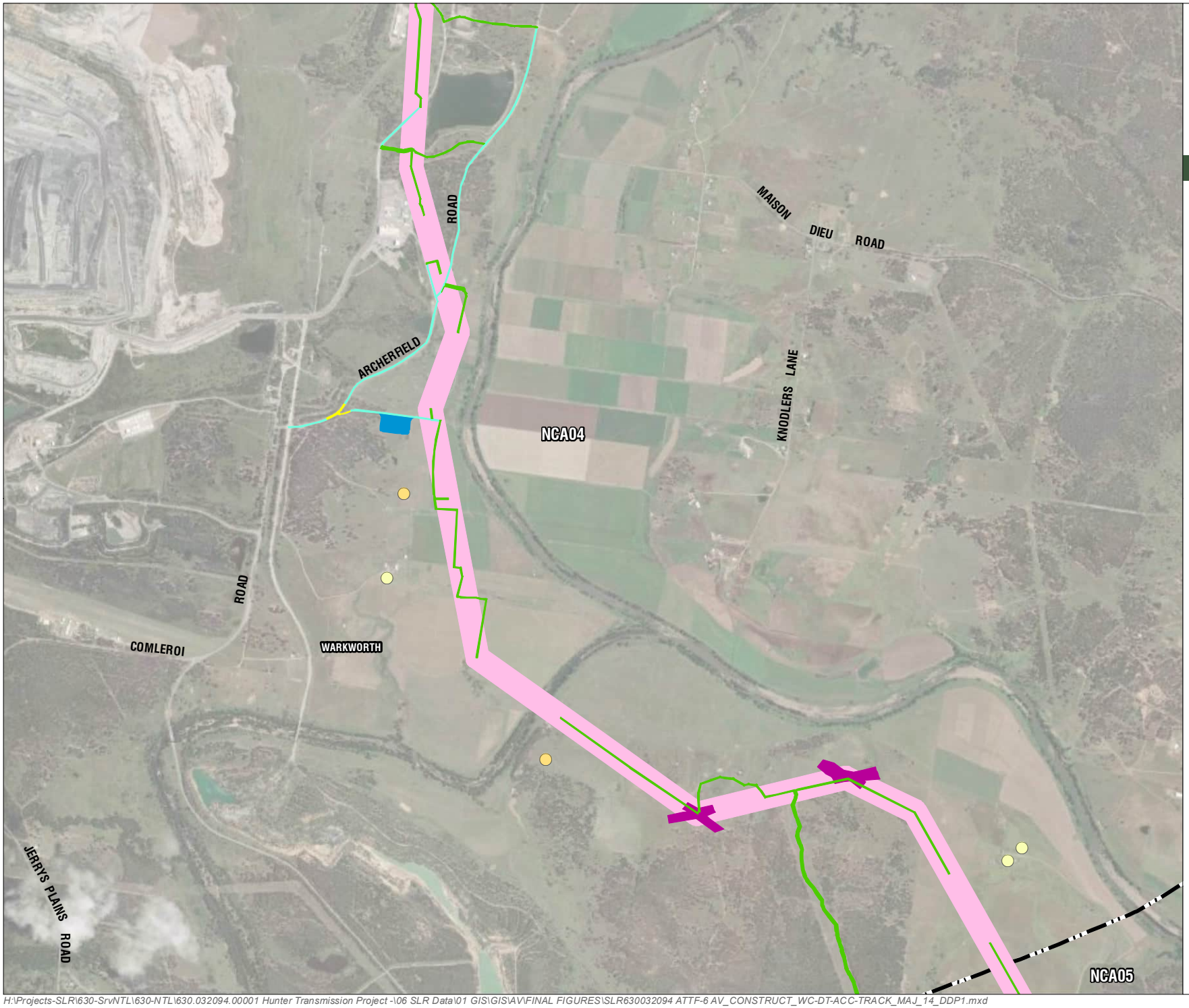
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)



0 280 560 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:21,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study
- NCA

Assessed construction

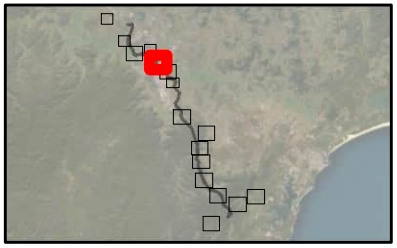
- Access tracks

Other construction

- Access tracks
- HTP Easement
- Intersections
- Laydown
- Stringing

Noise

- 1 - 10 dB (Clearly
- 11 - 20 dB (Moderately

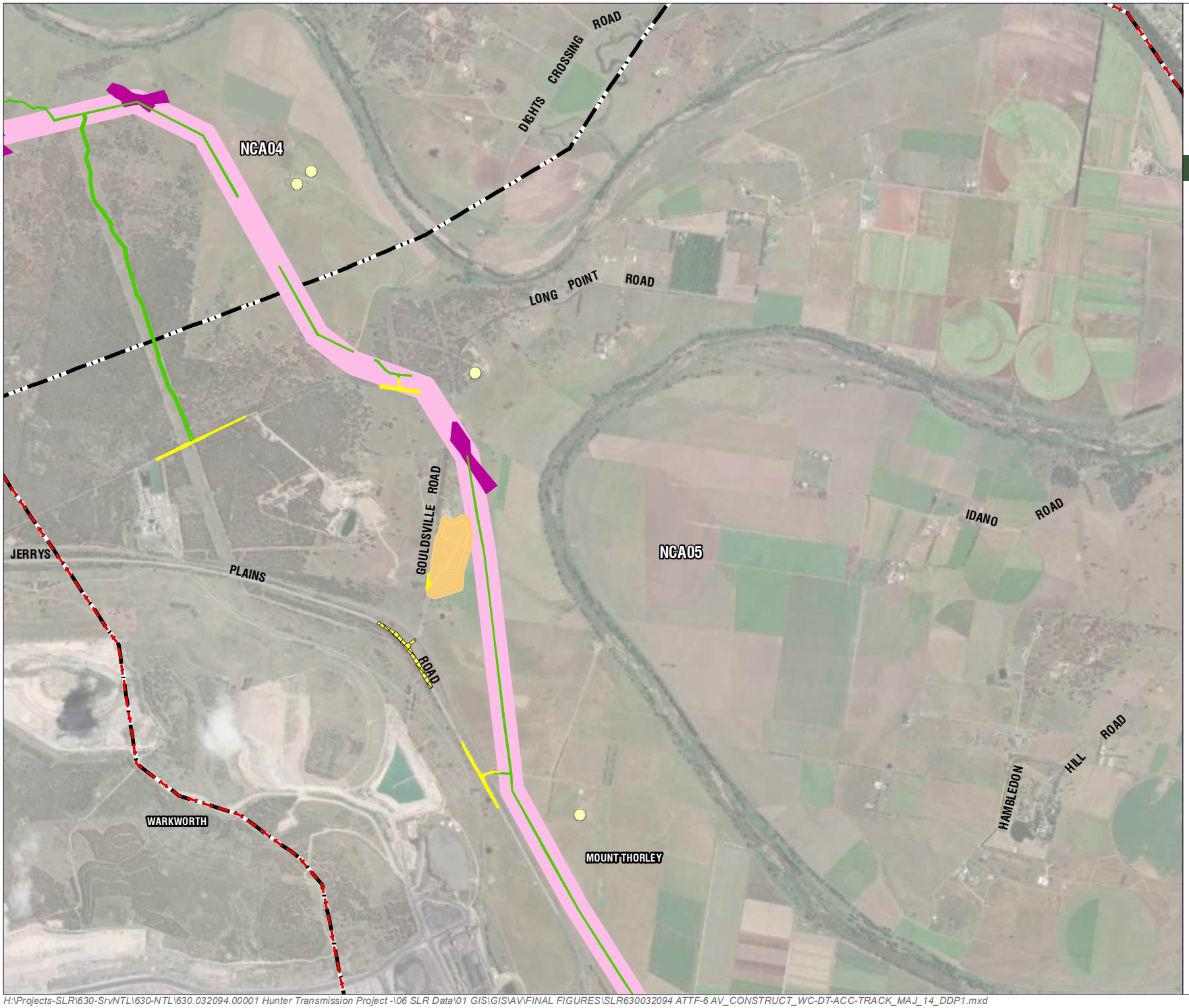


0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTF-6 AV_CONSTRUCT_WC-DT-ACC-TRACK_MAJ_14_DDP1.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study
- NCA

Assessed construction

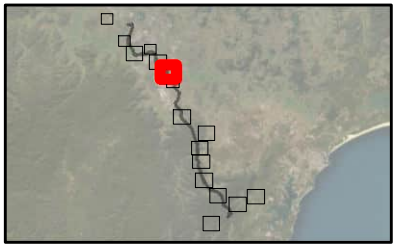
- Access tracks

Other construction

- Construction support
- HTP Easement
- Intersections
- Intersections
- Stringing

Noise

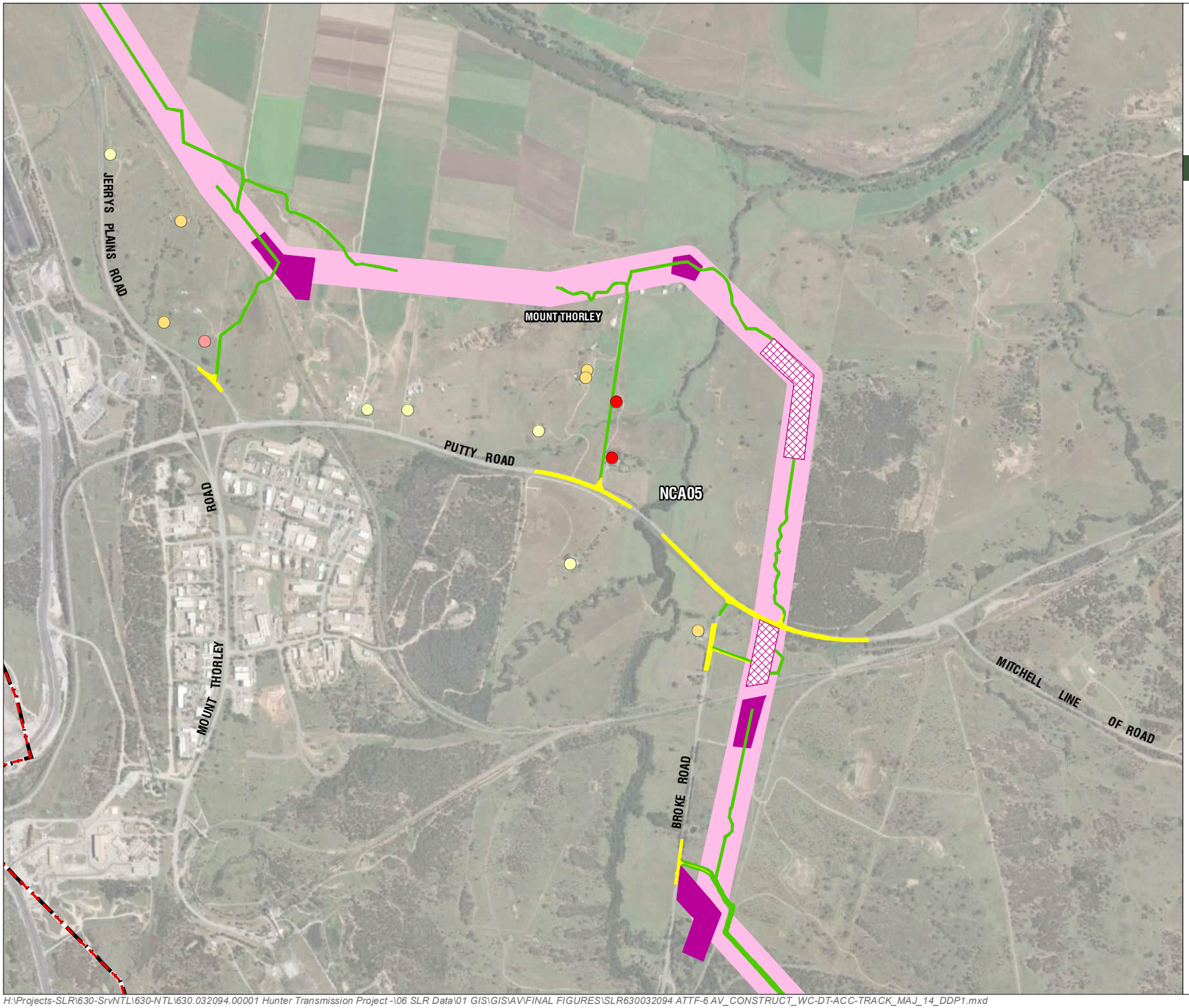
- 1 - 10 dB (Clearly



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

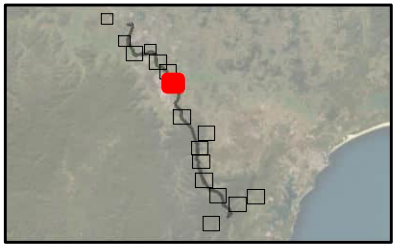
- Access tracks (major)

Other construction components

- HTP Easement
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)

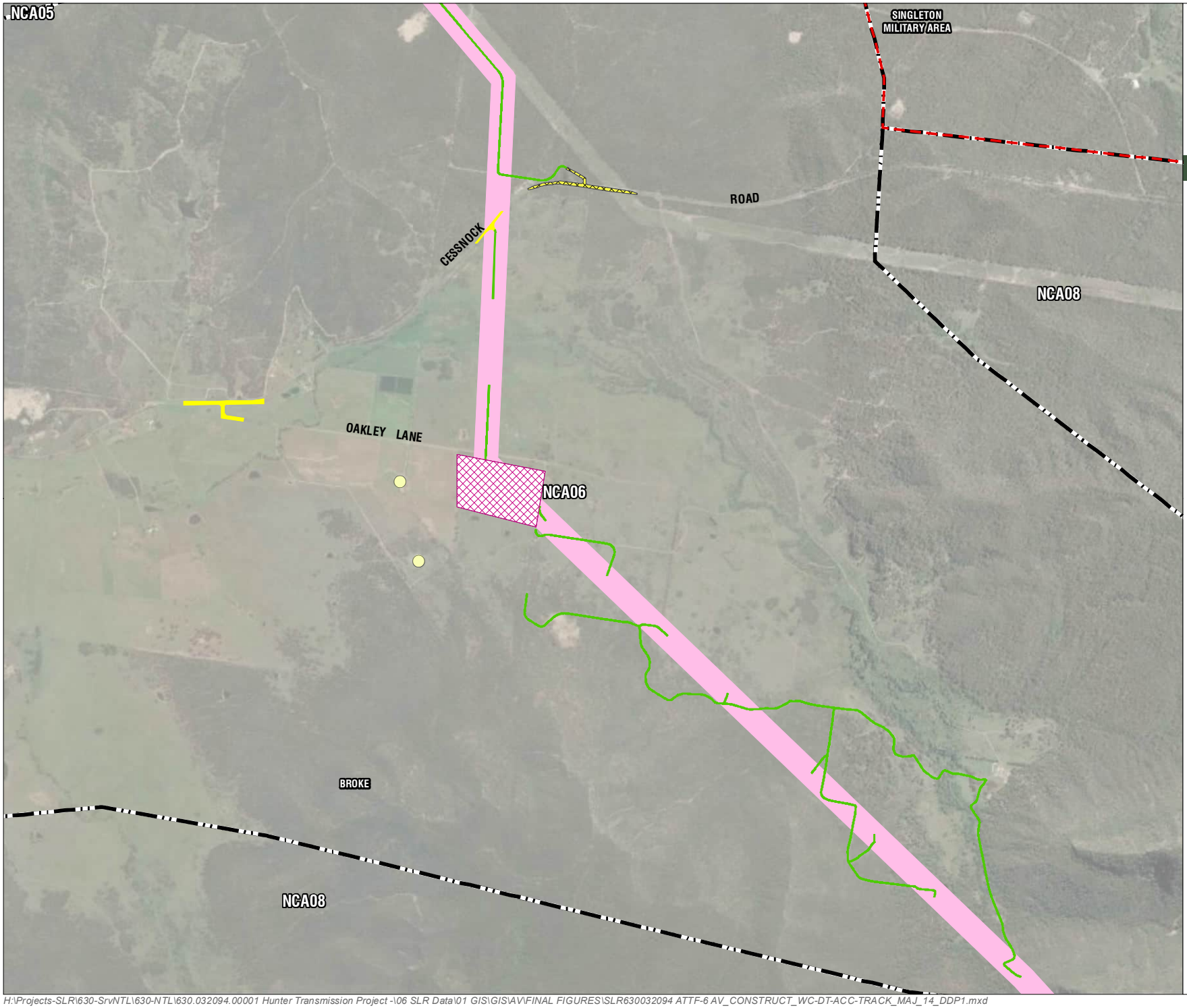


0 280 560 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:21,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

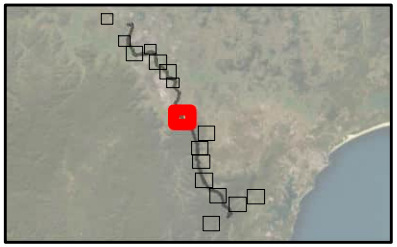
- Access tracks (major)

Other construction components

- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

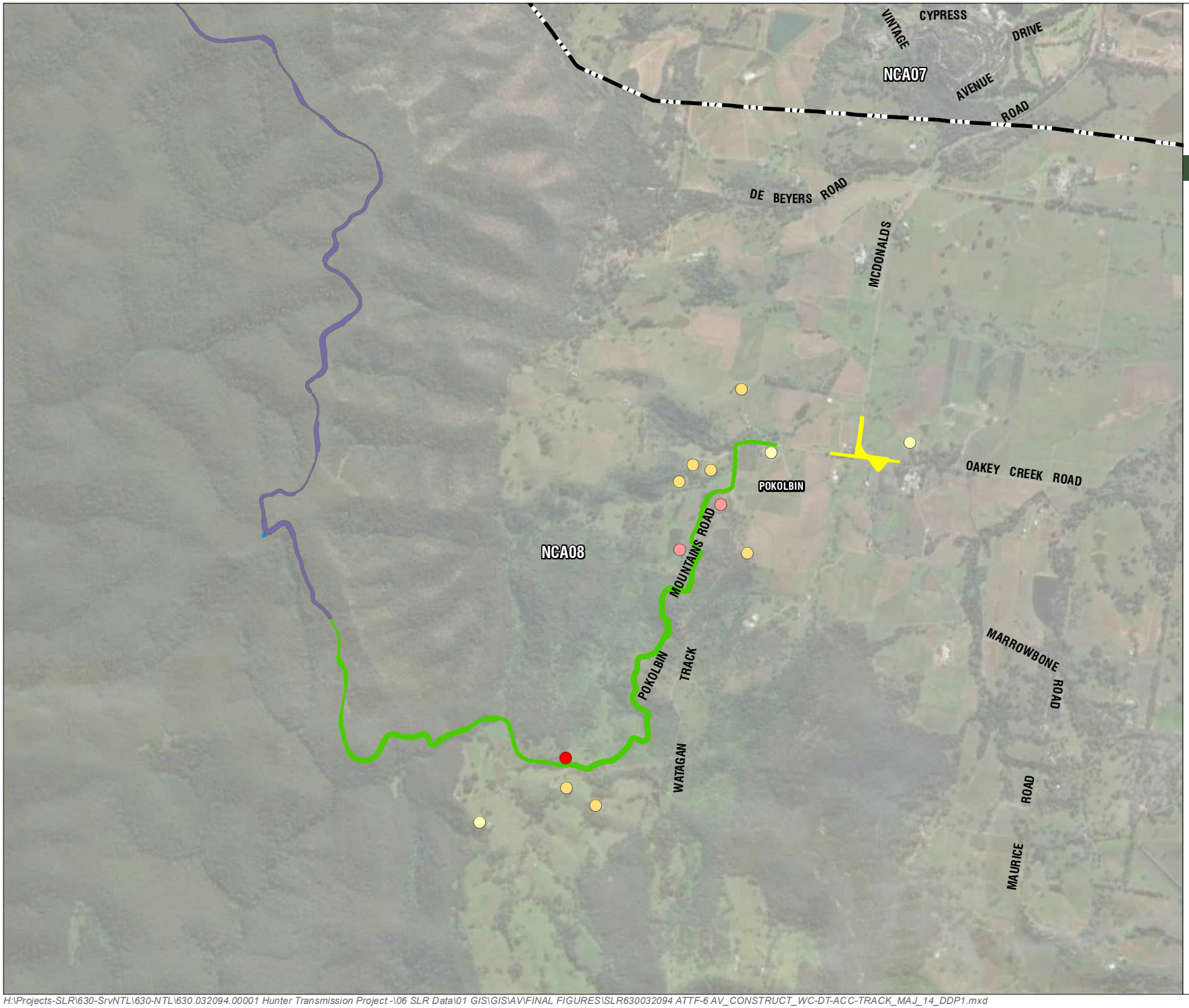
- 1 - 10 dB (Clearly Audible)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

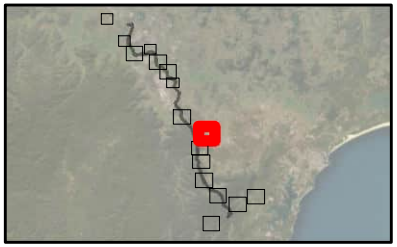
- Access tracks (major)
- Access tracks (major with rock breaking)

Other construction components

- Intersections (typical)
- Laydown area

Noise Impacts

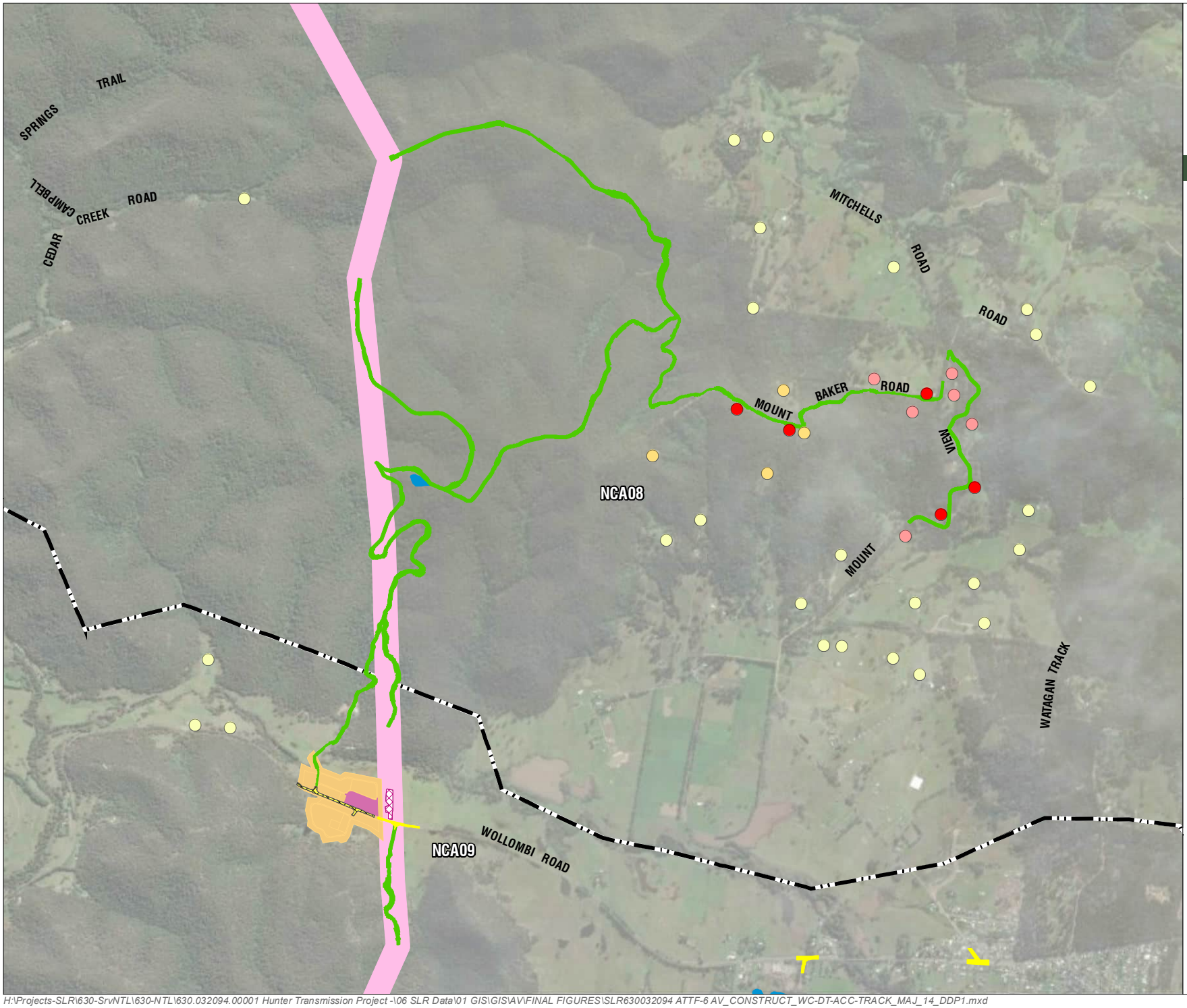
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

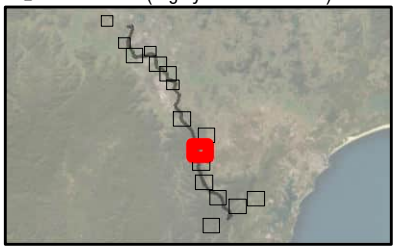
- Access tracks (major)

Other construction components

- Accommodation site
- Construction support site
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station
- Stringing station (out of hours)

Noise Impacts

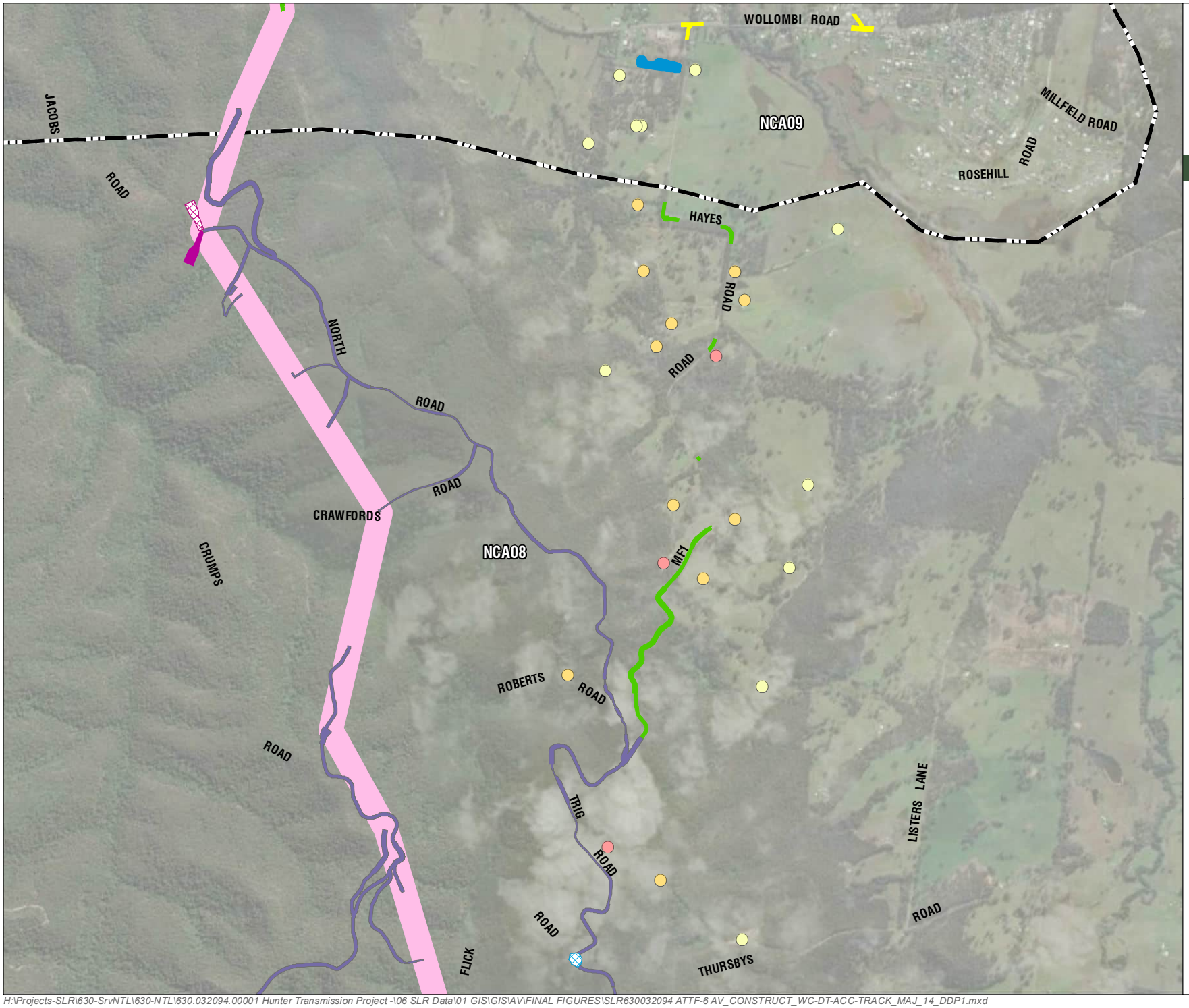
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- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)



0 400 800 m

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

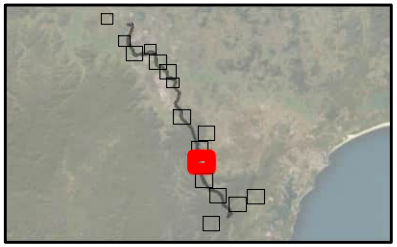
- Access tracks (major)
- Access tracks (major with rock breaking)

Other construction components

- HTP Easement
- Intersections (typical)
- Laydown area
- Laydown area (crushing)
- Stringing station
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

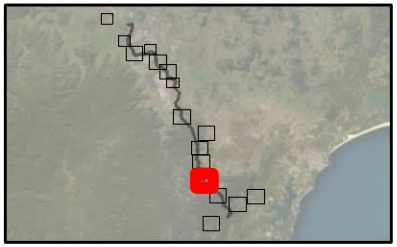
- Access tracks (major with rock breaking)

Other construction components

- HTP Easement
- Laydown area
- Laydown area (crushing)
- Stringing station

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

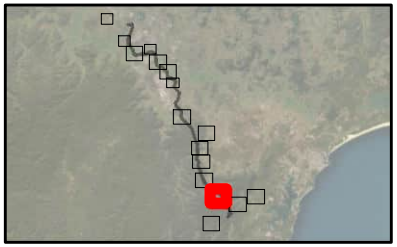
- Access tracks (major with rock breaking)

Other construction components

- Access tracks (minor)
- HTP Easement
- Laydown area
- Laydown area (crushing)
- Stringing station

Noise Impacts

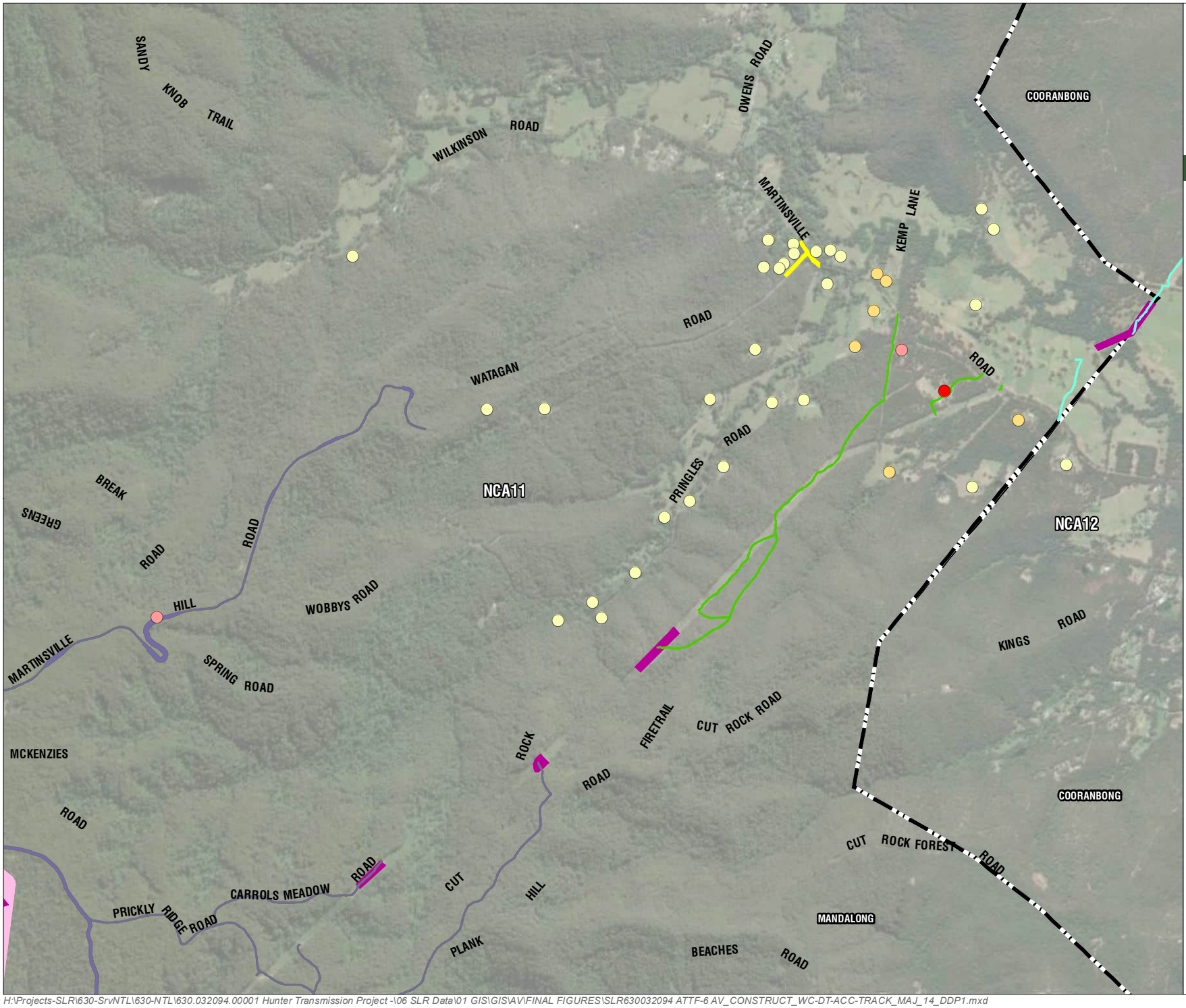
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

- Access tracks (major)
- Access tracks (major with rock breaking)

Other construction components

- Access tracks (minor)
- HTP Easement
- Intersections (typical)
- Stringing station

Noise Impacts

- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

- Access tracks (major)

Other construction components

- Access tracks (minor)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing station
- Stringing station (out of hours)
- Substation site (underground)

Noise Impacts

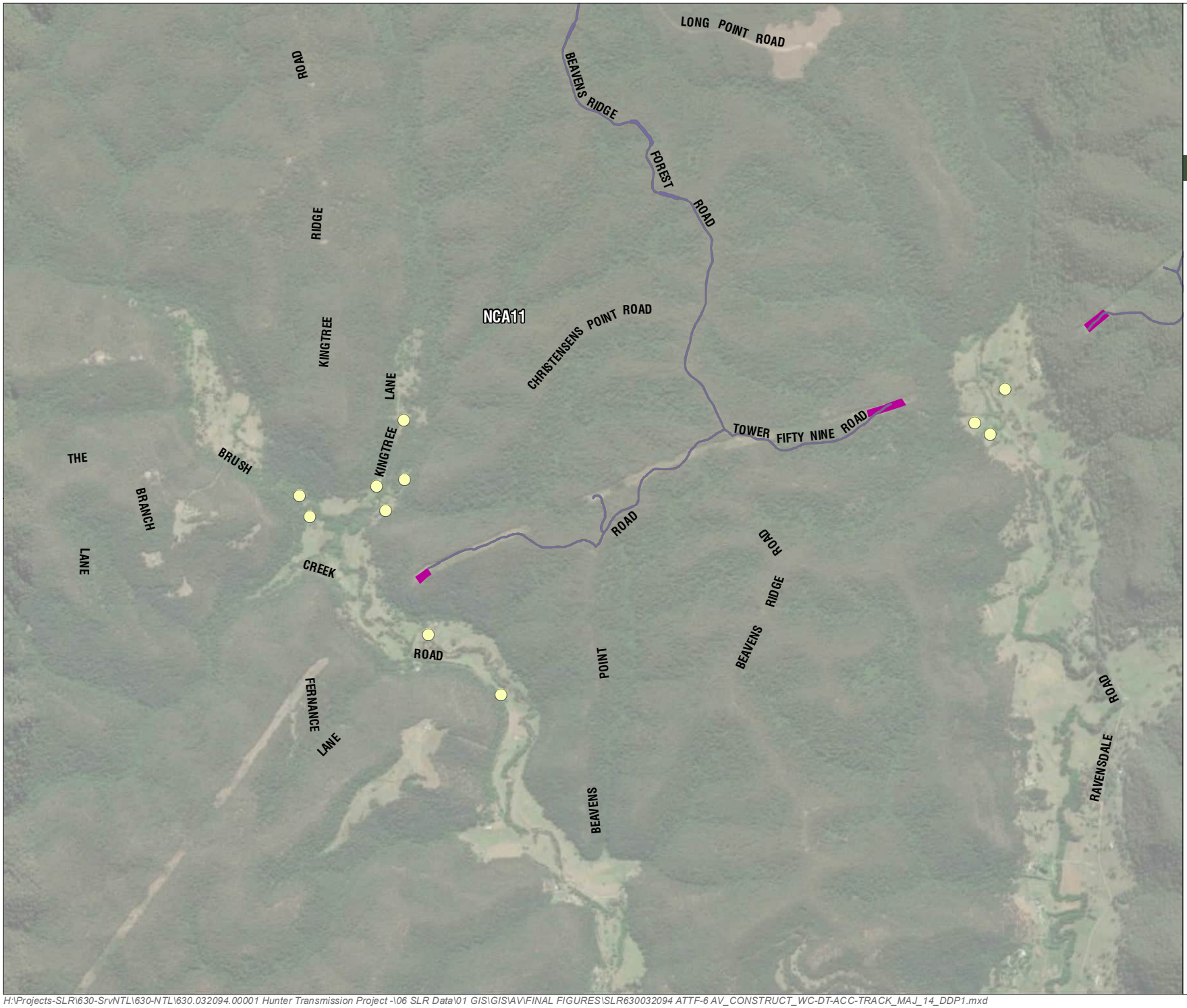
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME ACCESS TRACKS (MAJOR) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.6

LEGEND

- Study area
- NCA boundary

Assessed construction components

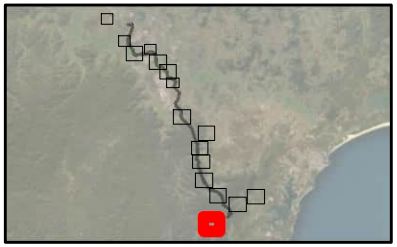
- Access tracks (major with rock breaking)

Other construction components

- Stringing station

Noise Impacts

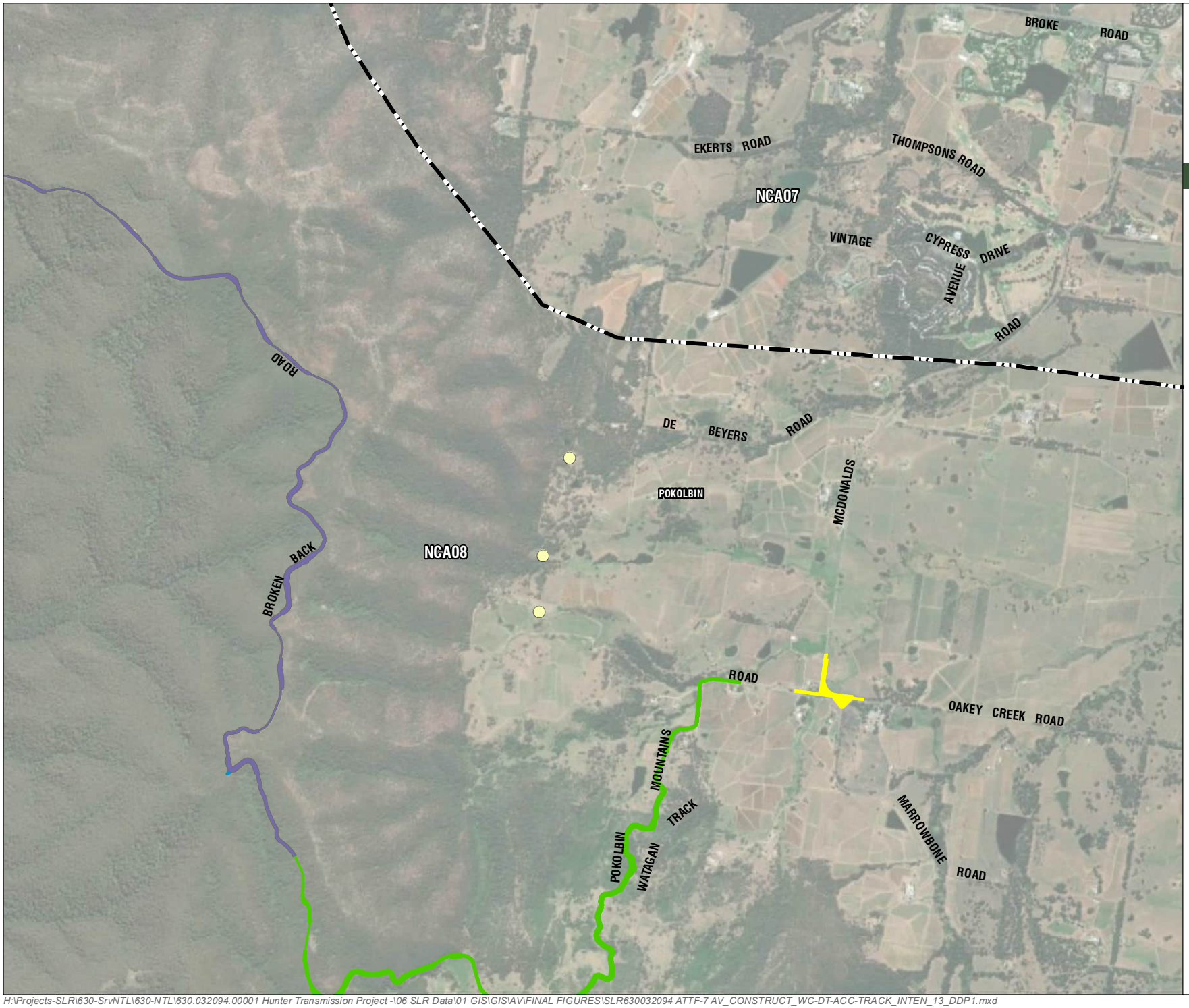
- 1 - 10 dB (Clearly Audible)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
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SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

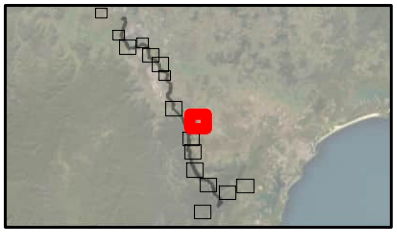
ATTACHMENT F.7

Study
NCA

Assessed construction
Access tracks (major with rock breaking)

Other construction
Access tracks (major)
Intersections (typical)
Laydown

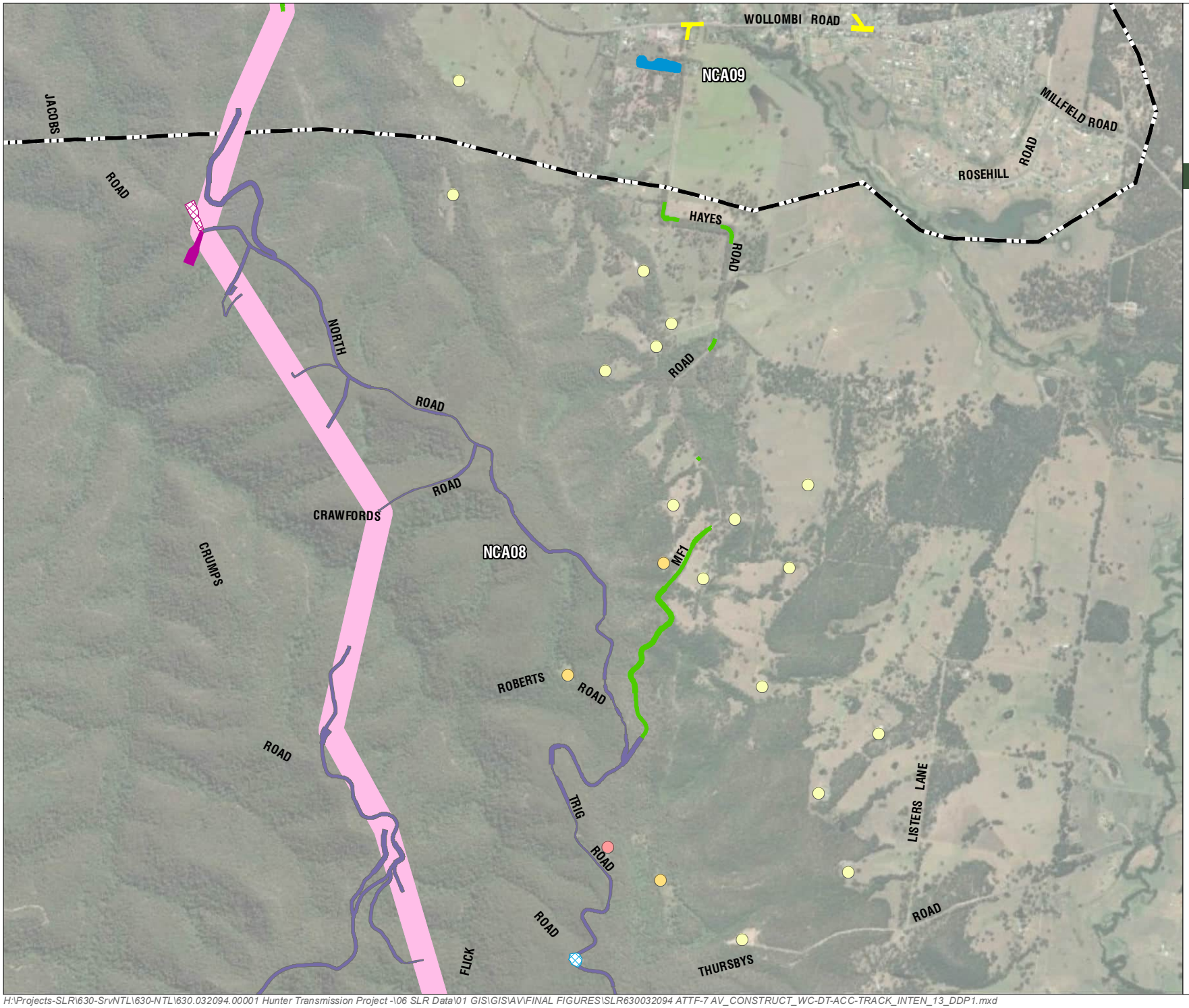
Noise
1 - 10 dB (Clearly Audible)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

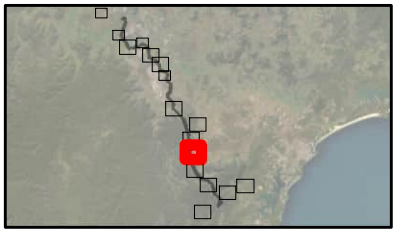
ATTACHMENT F.7

Study
NCA

Assessed construction
- Access tracks (major with rock breaking)

Other construction
- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Laydown
- Laydown area (crushing)
- Stringing station
- Stringing station (out of hours)

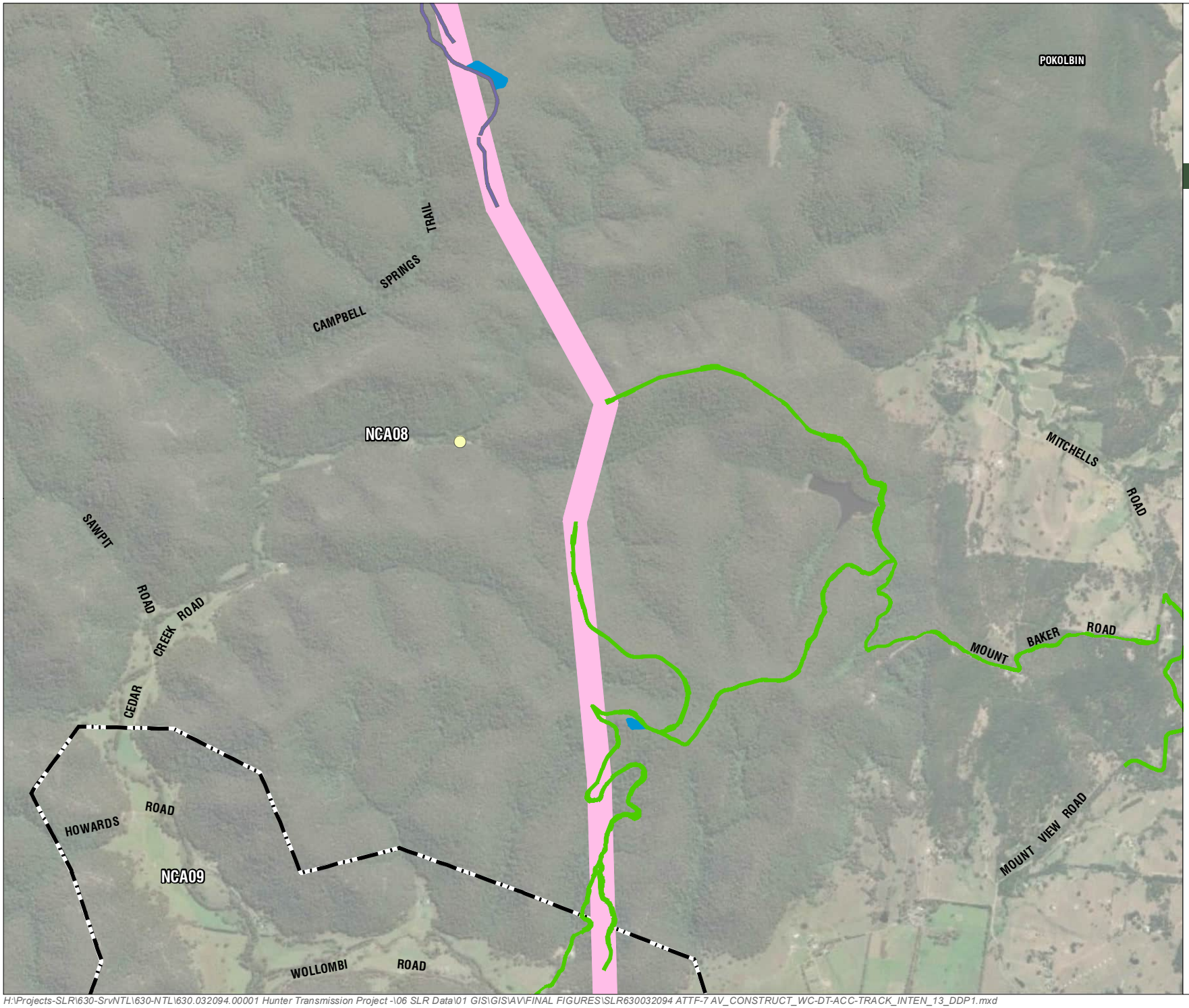
Noise
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

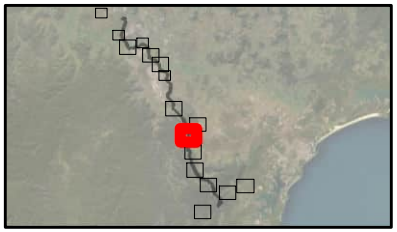
ATTACHMENT F.7

Study
NCA

Assessed construction
Access tracks (major with rock breaking)

Other construction
Access tracks (major)
Construction support
HTP Easement
Laydown

Noise
1 - 10 dB (Clearly Audible)



0 400 800 m

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Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

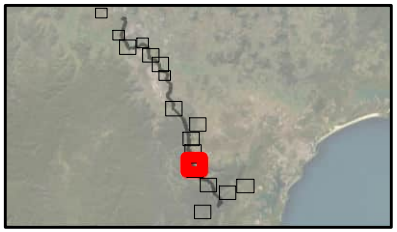
ATTACHMENT F.7

Study
NCA

Assessed construction
Access tracks (major with rock breaking)

Other construction
HTP Easement
Laydown
Laydown area (crushing)
Stringing station

Noise
1 - 10 dB (Clearly Audible)
11 - 20 dB (Moderately Intrusive)
> 20 dB (Highly Intrusive)



0 400 800 m

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Scale:	1:30,000 at A4
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Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

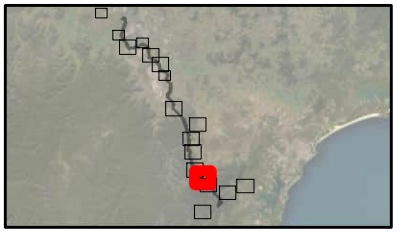
ATTACHMENT F.7

Study
NCA

Assessed construction
Access tracks (major with rock breaking)

Other construction
HTP Easement
Laydown
Laydown area (crushing)
Stringing station

Noise
1 - 10 dB (Clearly Audible)
> 20 dB (Highly Intrusive)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

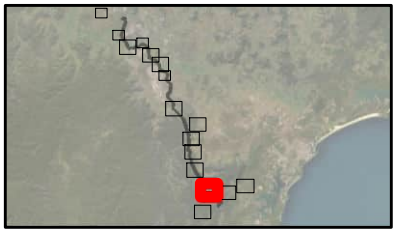
ATTACHMENT F.7

Study
NCA

Assessed construction
Access tracks (major with rock breaking)

Other construction
Access tracks (minor)
HTP Easement

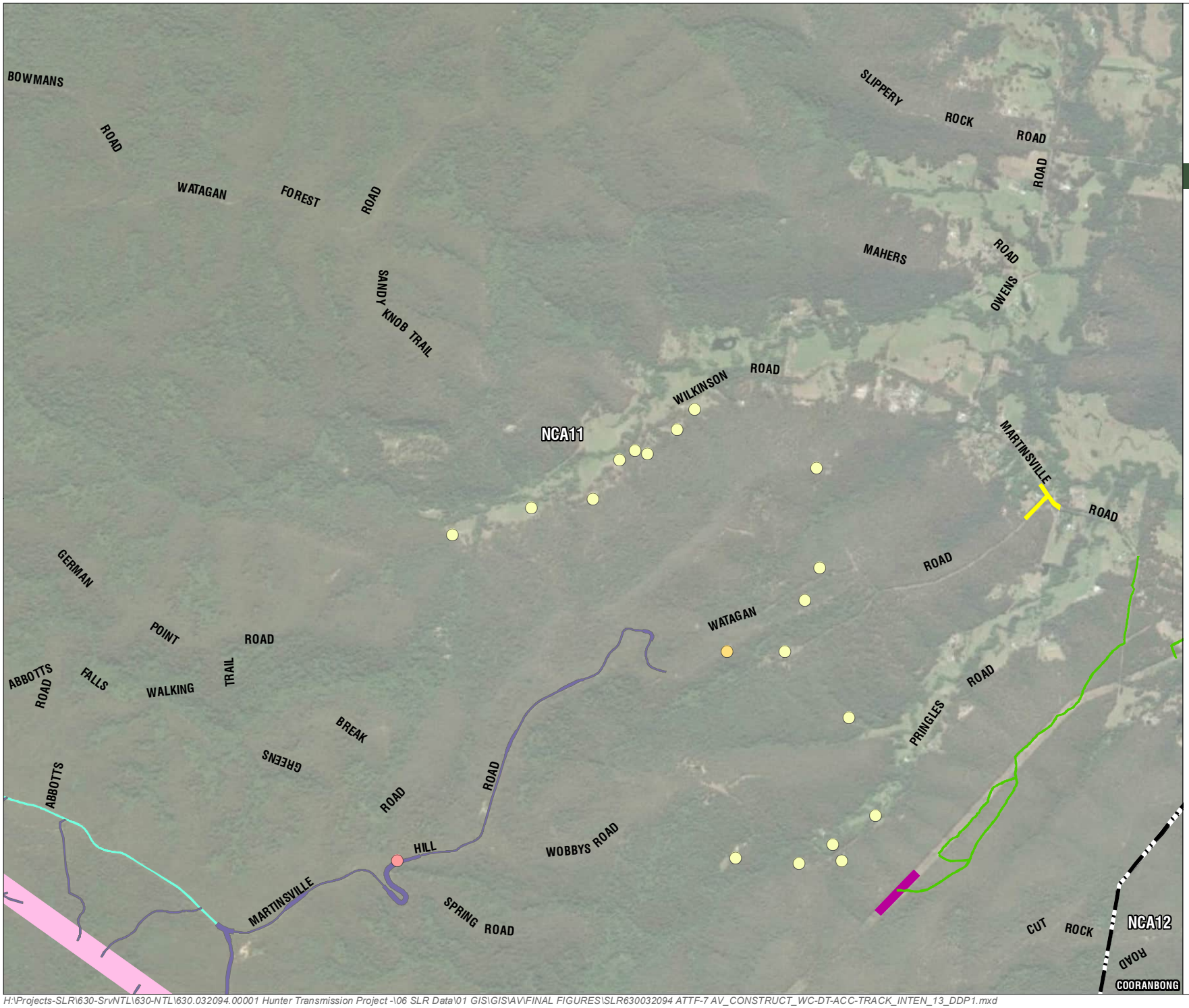
Noise
1 - 10 dB (Clearly Audible)
11 - 20 dB (Moderately Intrusive)
> 20 dB (Highly Intrusive)



0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

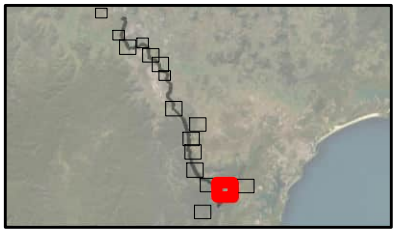
ATTACHMENT F.7

Study
NCA

Assessed construction
Access tracks (major with rock breaking)

Other construction
Access tracks (minor)
Access tracks (major)
HTP Easement
Intersections (typical)
Stringing station

Noise
1 - 10 dB (Clearly Audible)
11 - 20 dB (Moderately Intrusive)
> 20 dB (Highly Intrusive)

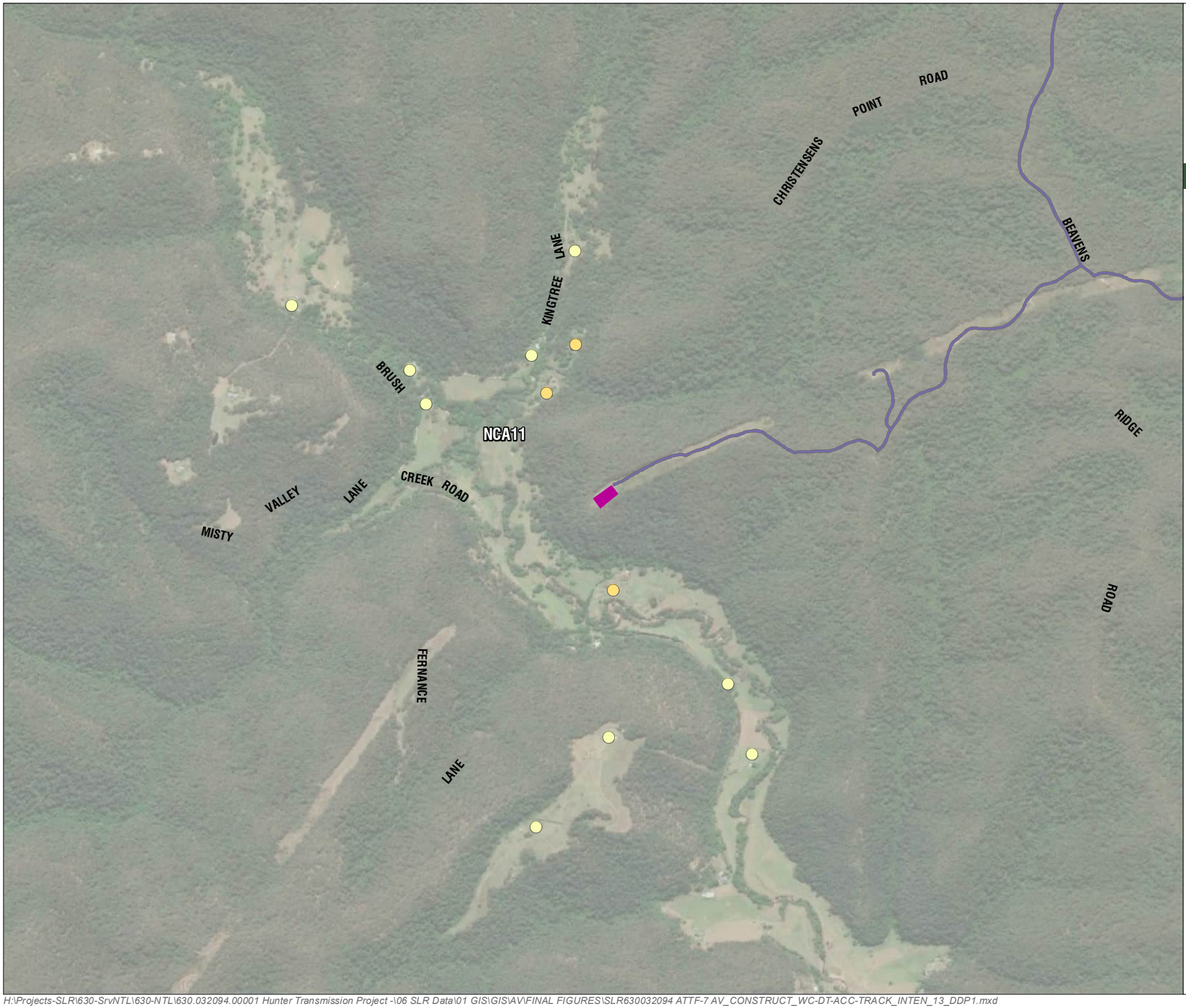


0 400 800 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTF-7 AV_CONSTRUCT_WC-DT-ACC-TRACK_INTEN_13_DDP1.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.7

Study
NCA

Assessed construction

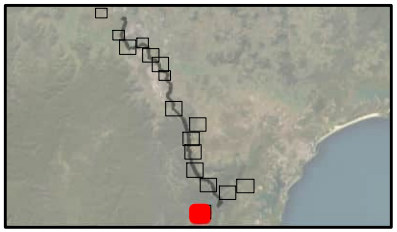
Access tracks (major with rock breaking)

Other construction

Stringing station

Noise

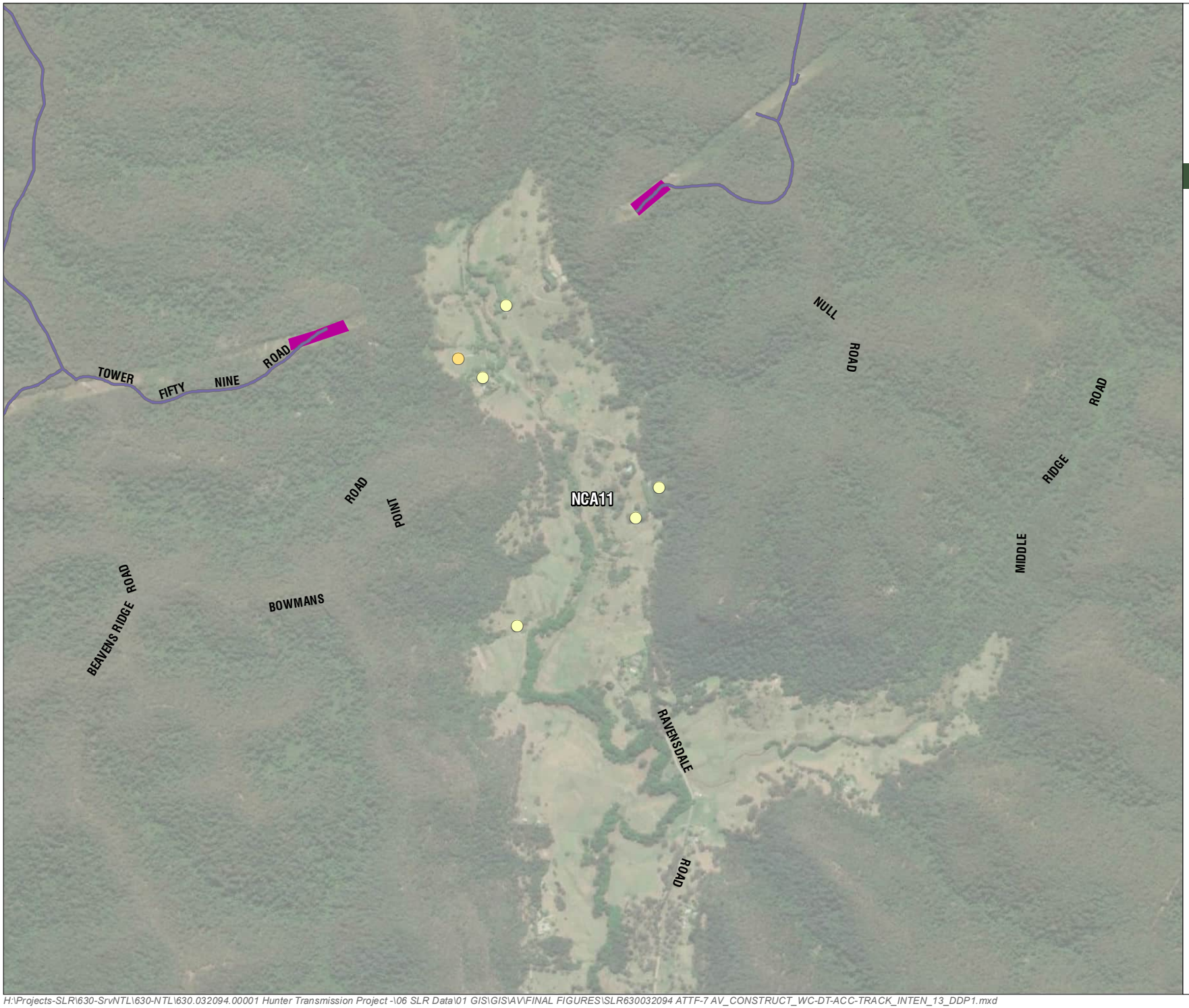
1 - 10 dB (Clearly Audible)
11 - 20 dB (Moderately Intrusive)



0 255 510 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:19,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
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SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT
WORST-CASE DAYTIME ACCESS TRACKS (MAJOR WITH ROCK BREAKING) CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.7

Study
NCA

Assessed construction

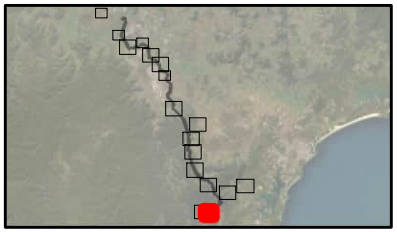
Access tracks (major with rock breaking)

Other construction

Stringing station

Noise

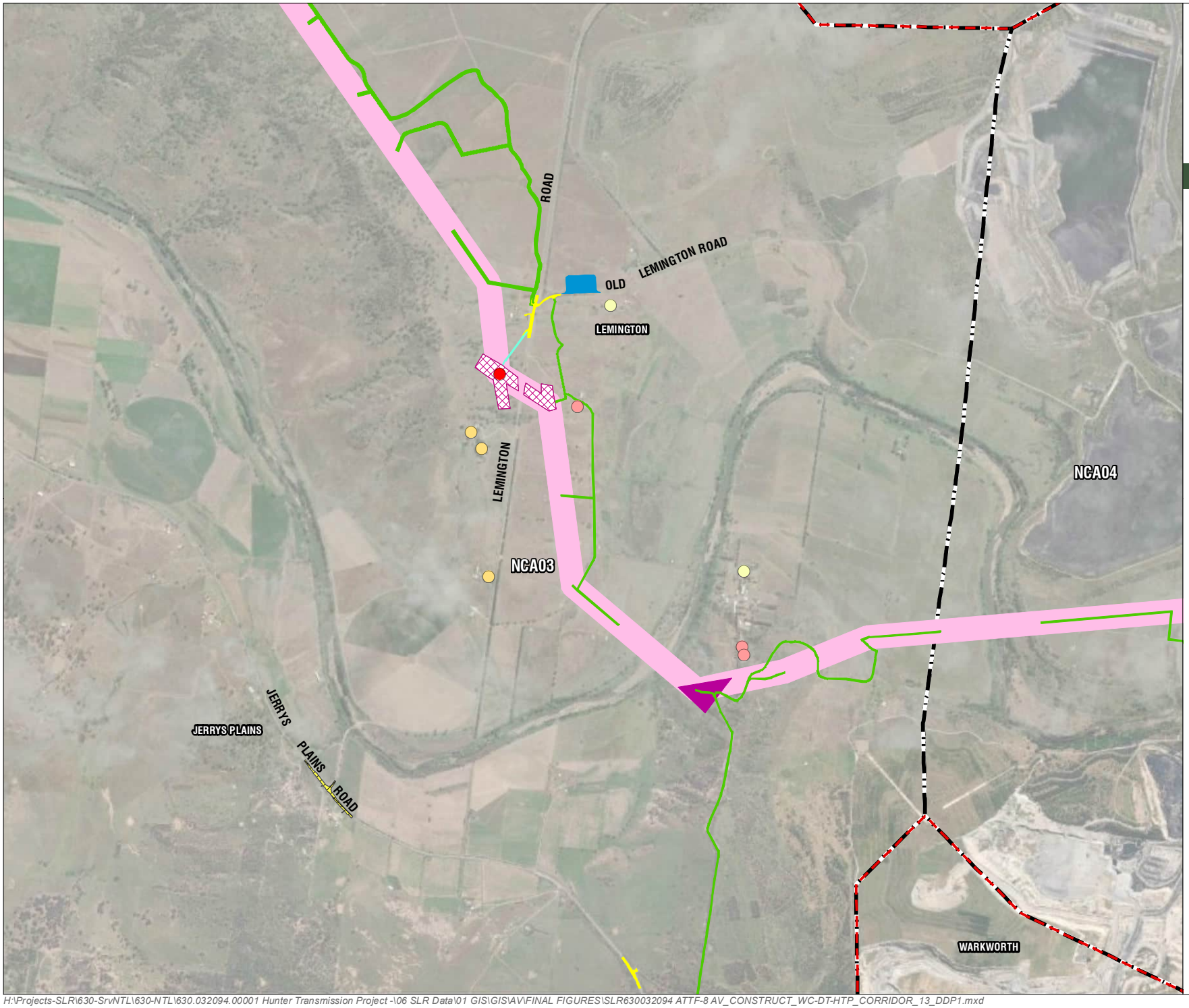
1 - 10 dB (Clearly Audible)
11 - 20 dB (Moderately Intrusive)



0 255 510 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:19,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

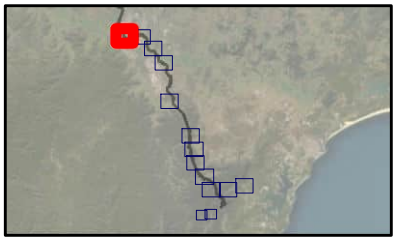
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station (out of hours)

Noise Impacts

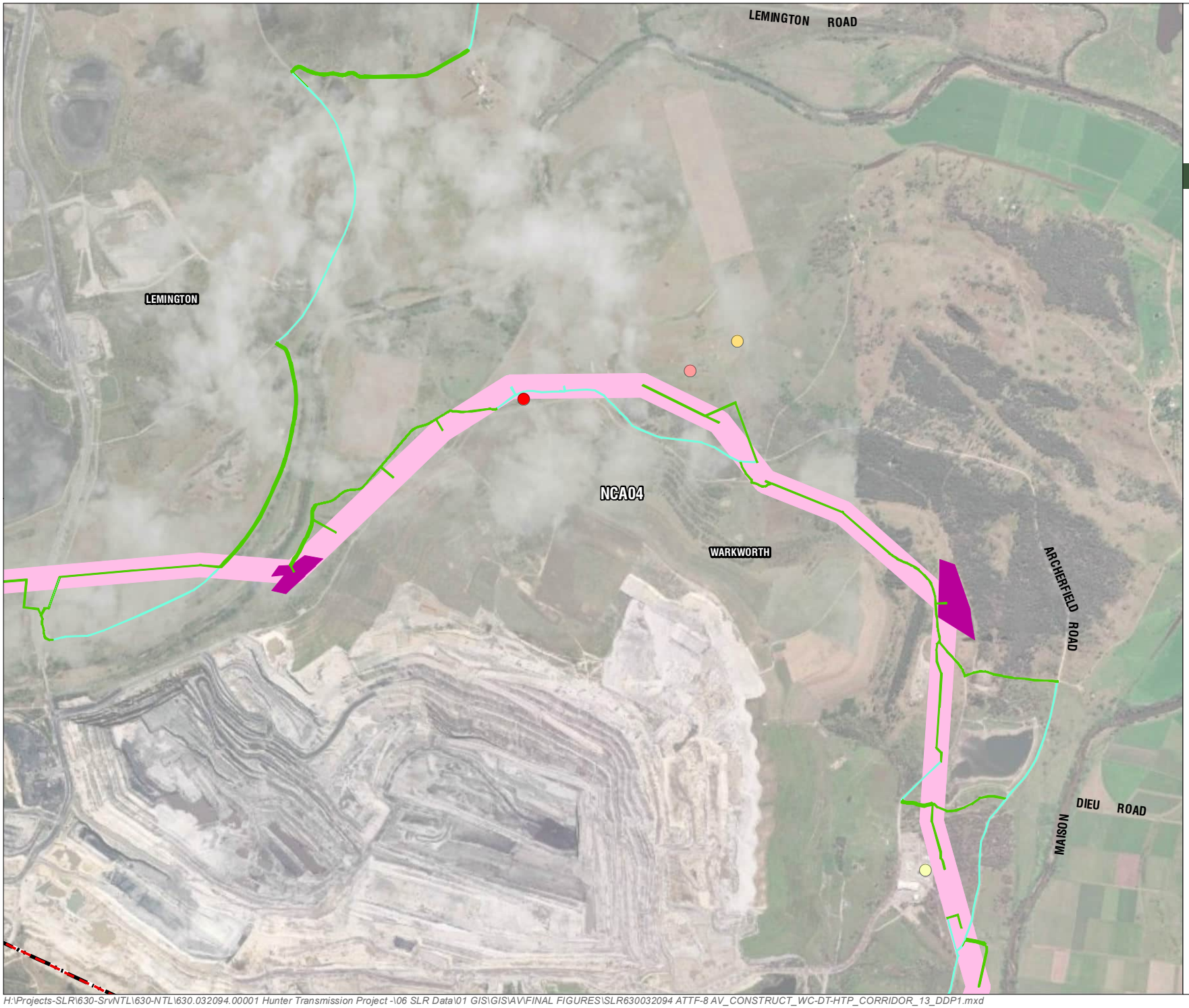
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

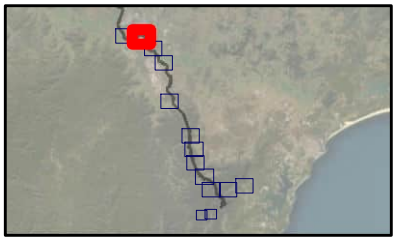
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major)
- Access tracks (minor)

Noise Impacts

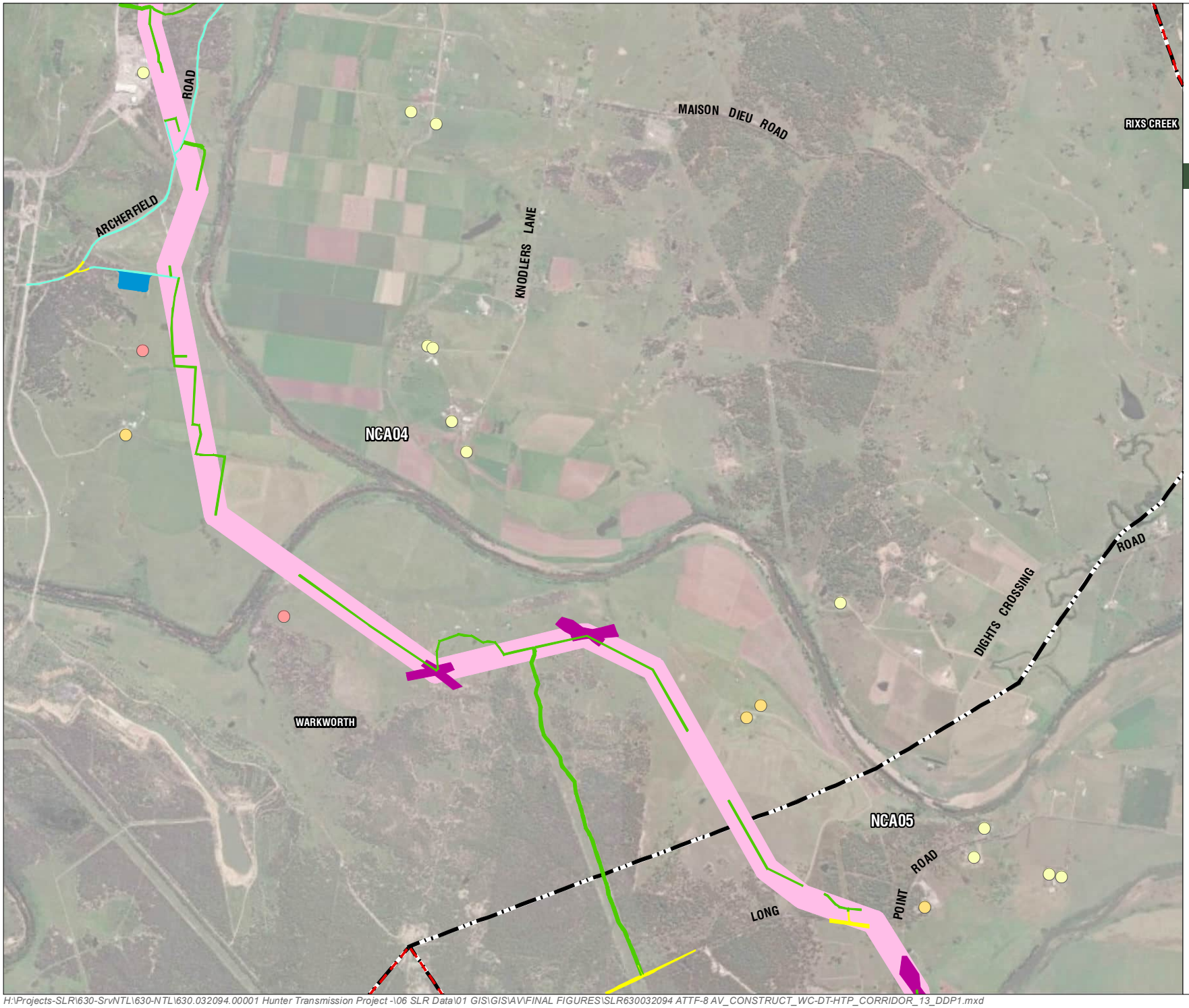
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)
- > 75 dBA (Highly Noise Affected)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

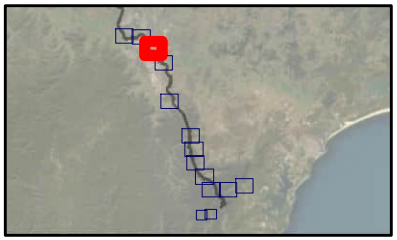
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Intersections (typical)
- Laydown area

Noise Impacts

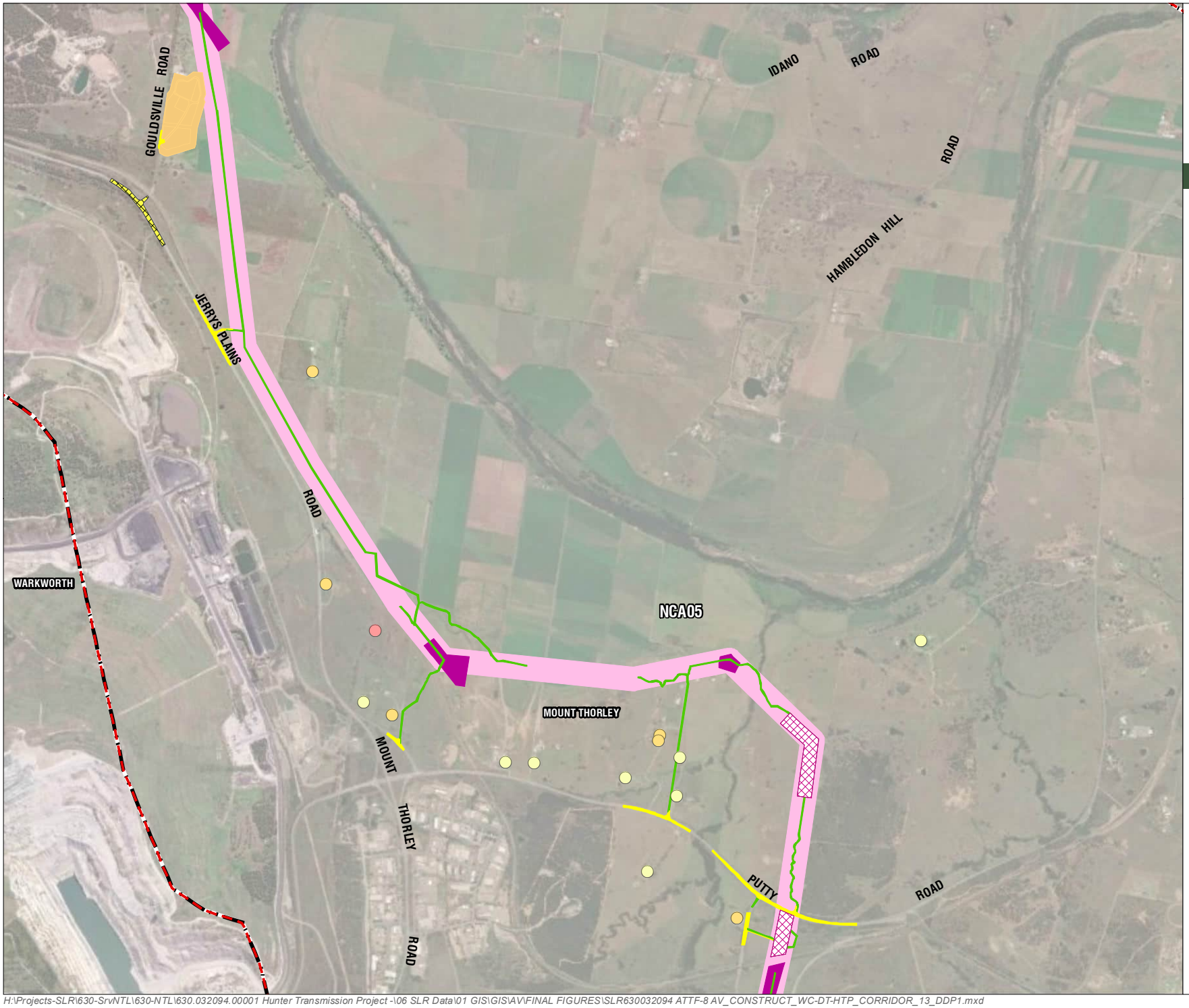
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

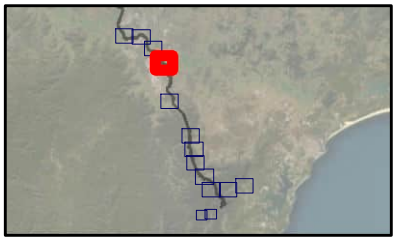
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major)
- Construction support site
- Intersections (intensive)
- Intersections (typical)
- Stringing station (out of hours)

Noise Impacts

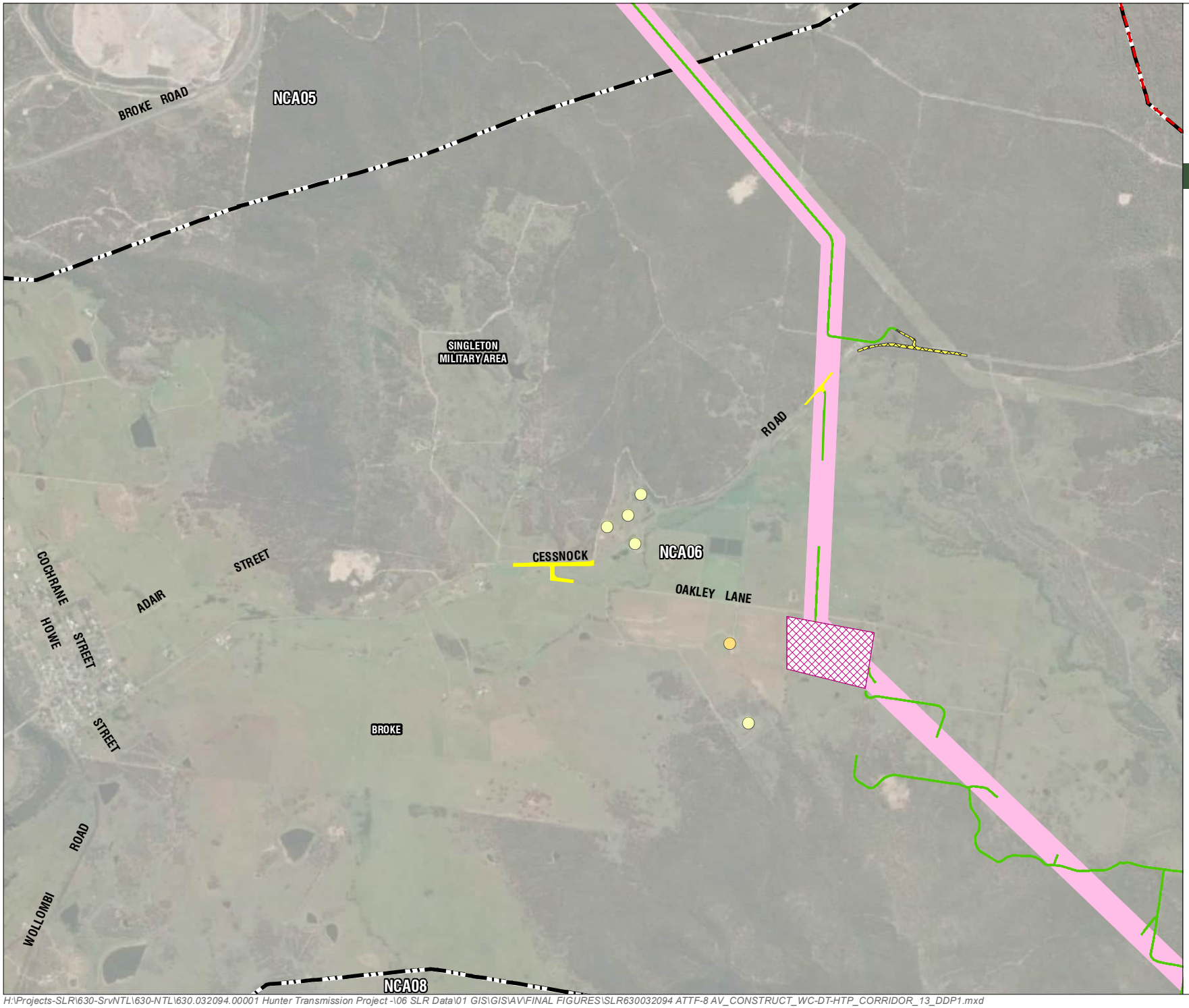
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)
- > 20 dB (Highly Intrusive)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

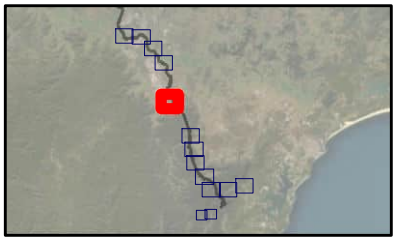
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major)
- Intersections (intensive)
- Intersections (typical)
- Stringing station (out of hours)

Noise Impacts

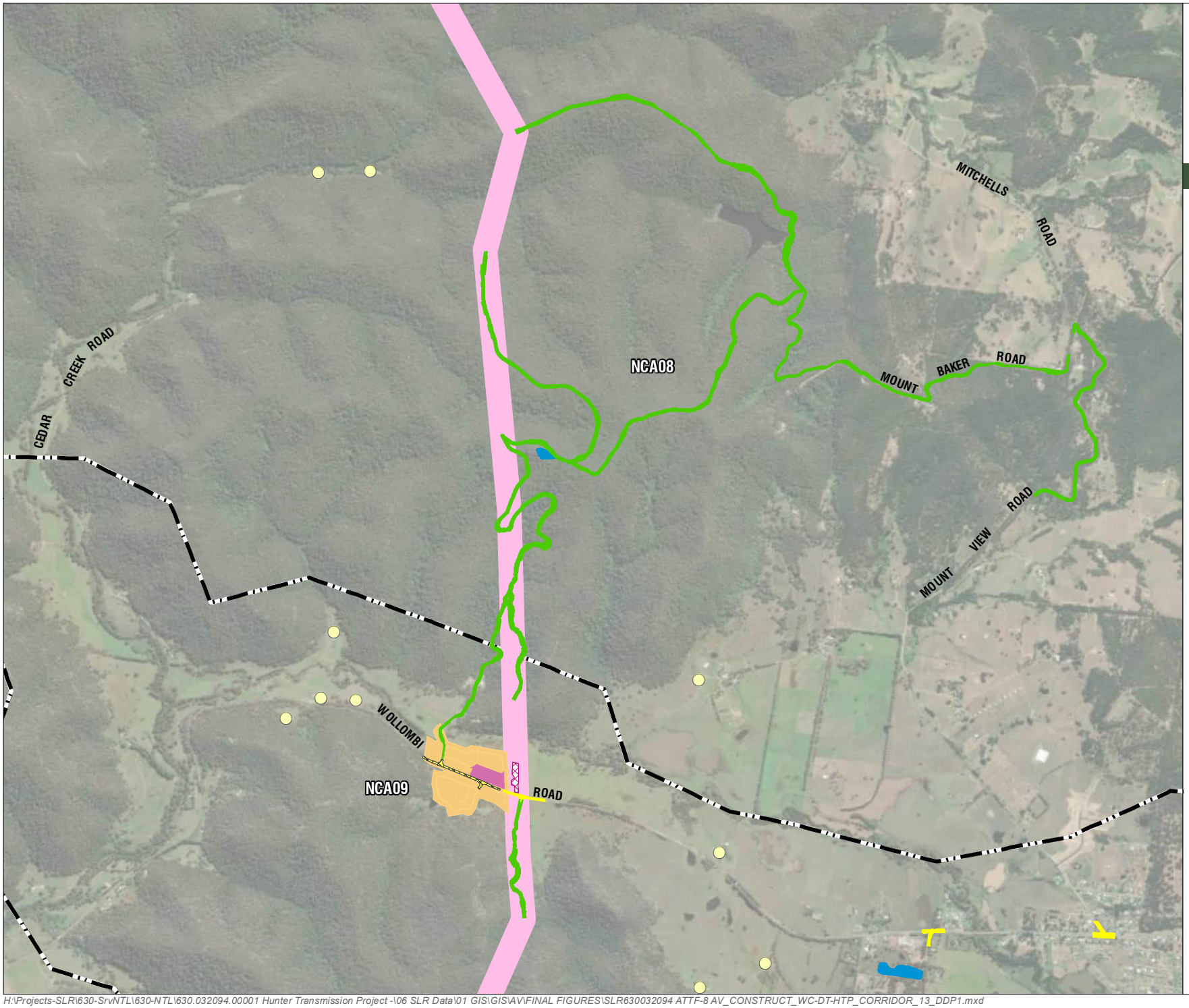
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

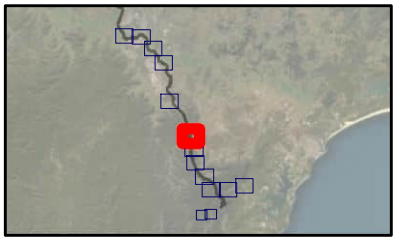
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station (out of hours)

Noise Impacts

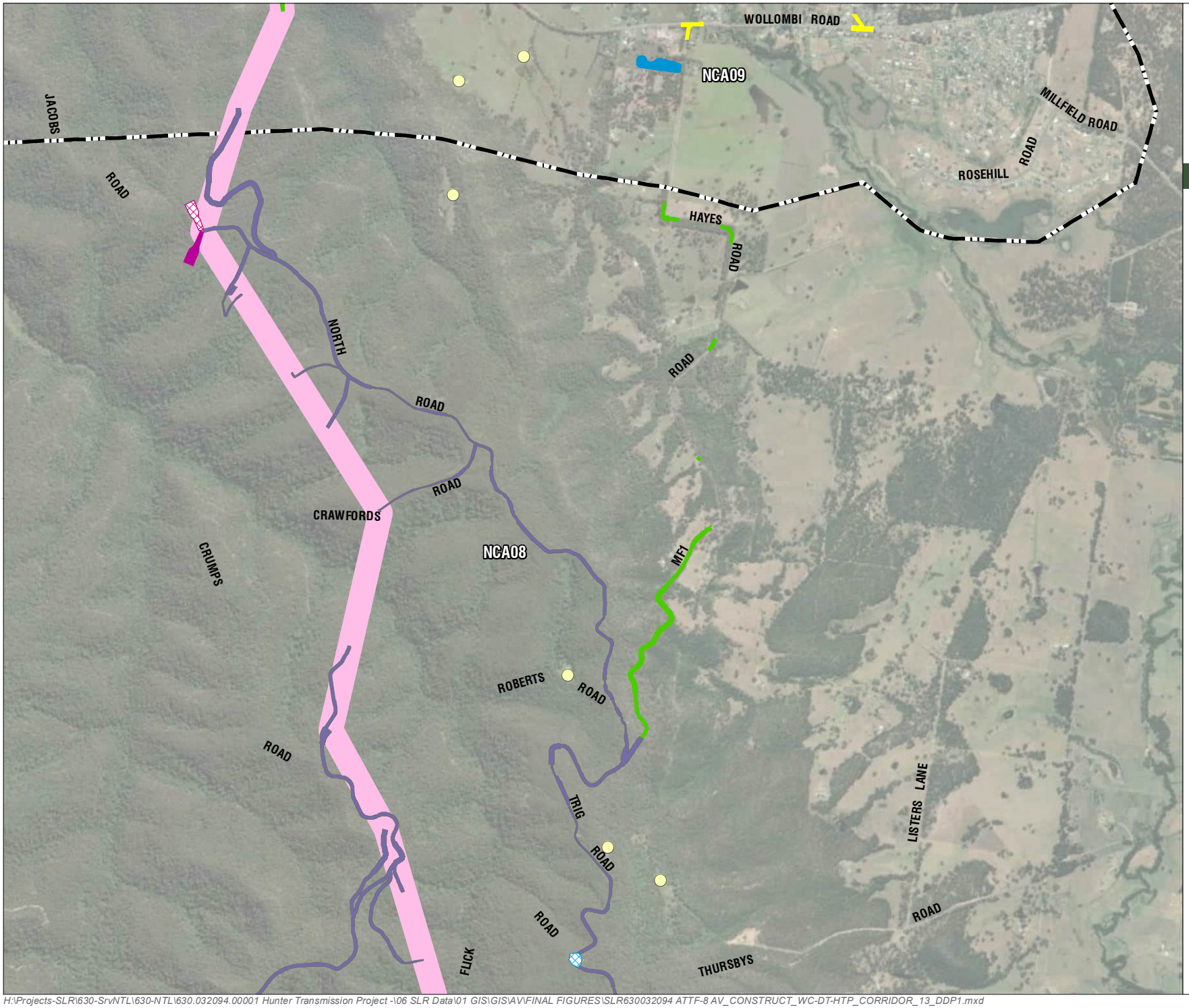
- 1 - 10 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

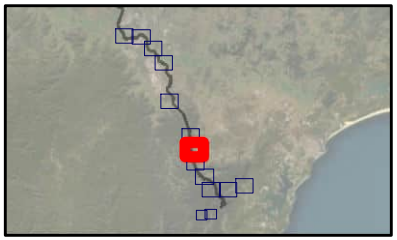
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major with rock breaking)
- Access tracks (major)
- Intersections (typical)
- Laydown area
- Laydown area (crushing)
- Stringing station (out of hours)

Noise Impacts

- 1 - 10 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

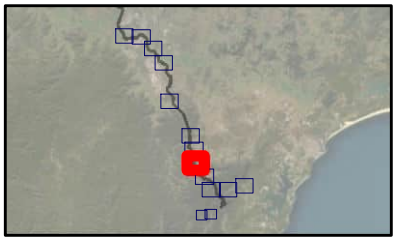
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major with rock breaking)
- Laydown area
- Laydown area (crushing)

Noise Impacts

- 1 - 10 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

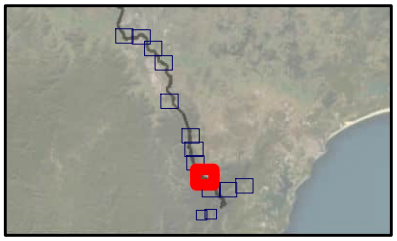
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major with rock breaking)
- Laydown area
- Laydown area (crushing)

Noise Impacts

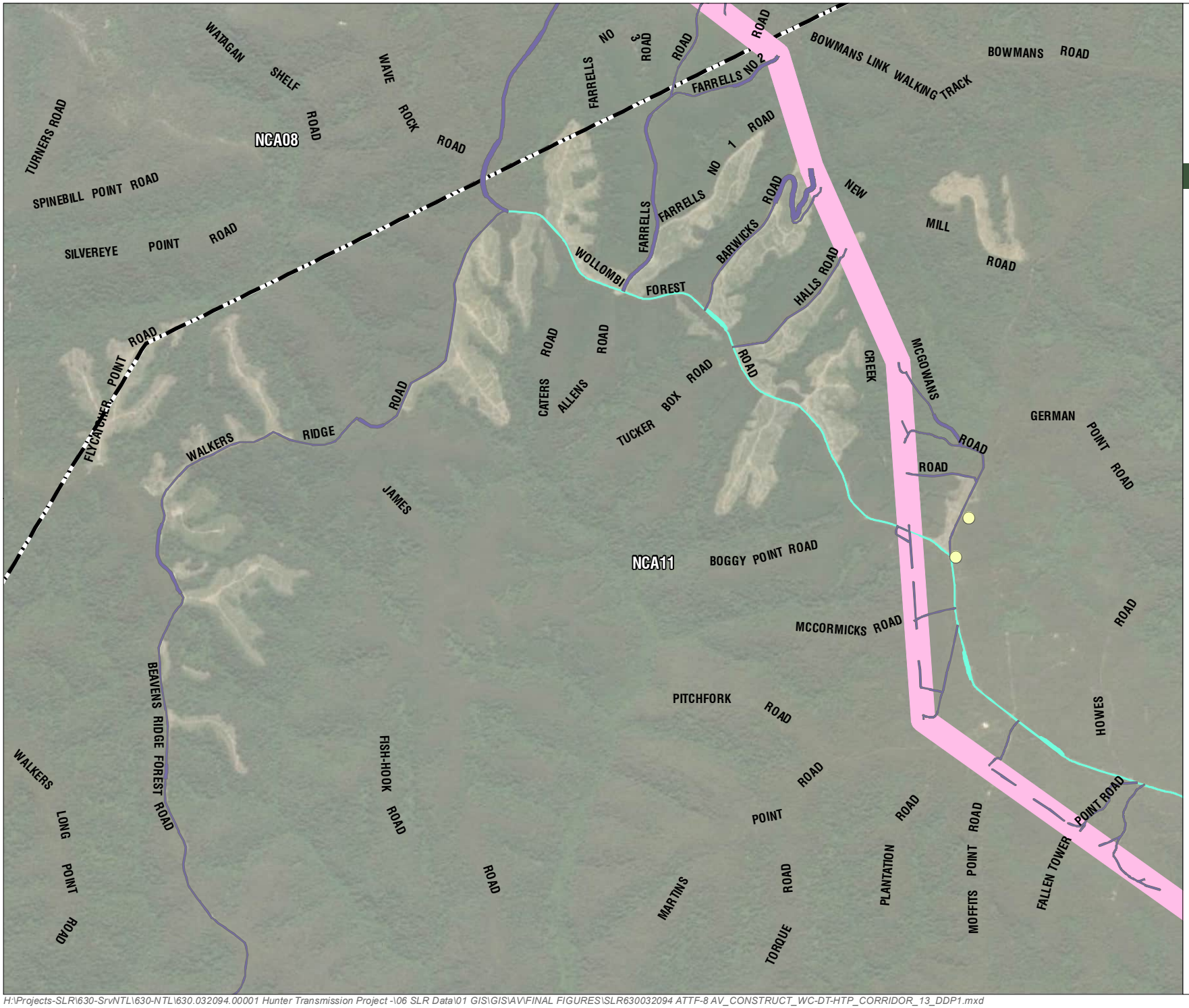
- 1 - 10 dB (Clearly Audible)
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0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

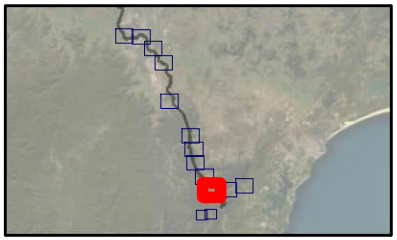
- HTP Easement

Other construction components

- Access tracks (major with rock breaking)
- Access tracks (minor)

Noise Impacts

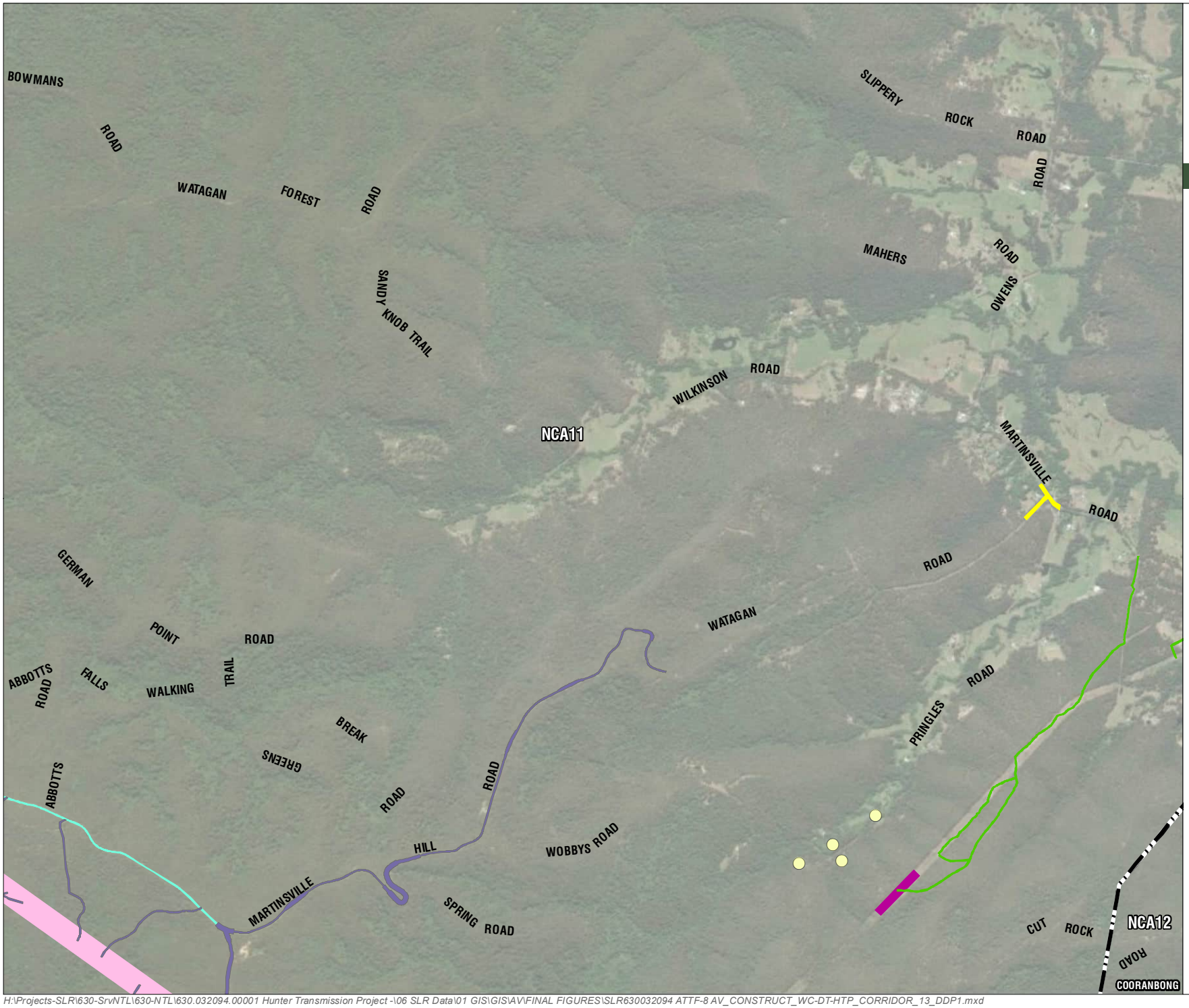
- 1 - 10 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

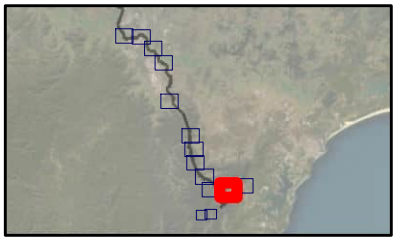
- HTP Easement
- Stringing station

Other construction components

- Access tracks (major with rock breaking)
- Access tracks (major)
- Access tracks (minor)
- Intersections (typical)

Noise Impacts

- 1 - 10 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

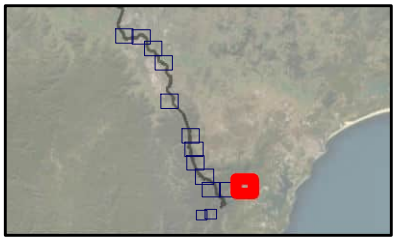
- Stringing station

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing station (out of hours)

Noise Impacts

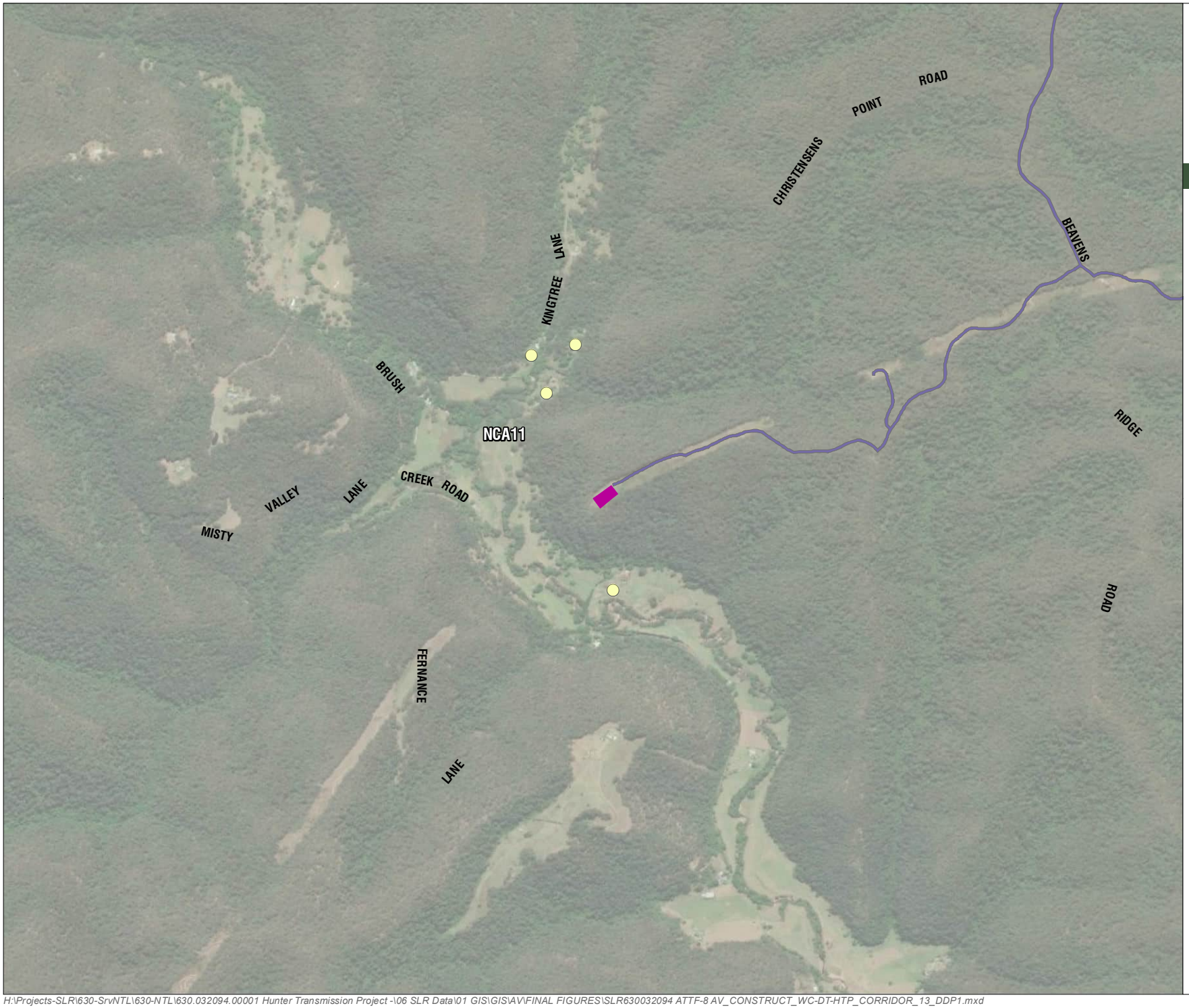
- 1 - 10 dB (Clearly Audible)
- 11 - 20 dB (Moderately Intrusive)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

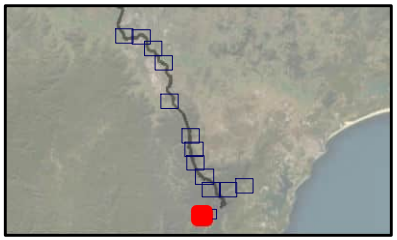
- Stringing station

Other construction components

- Access tracks (major with rock breaking)

Noise Impacts

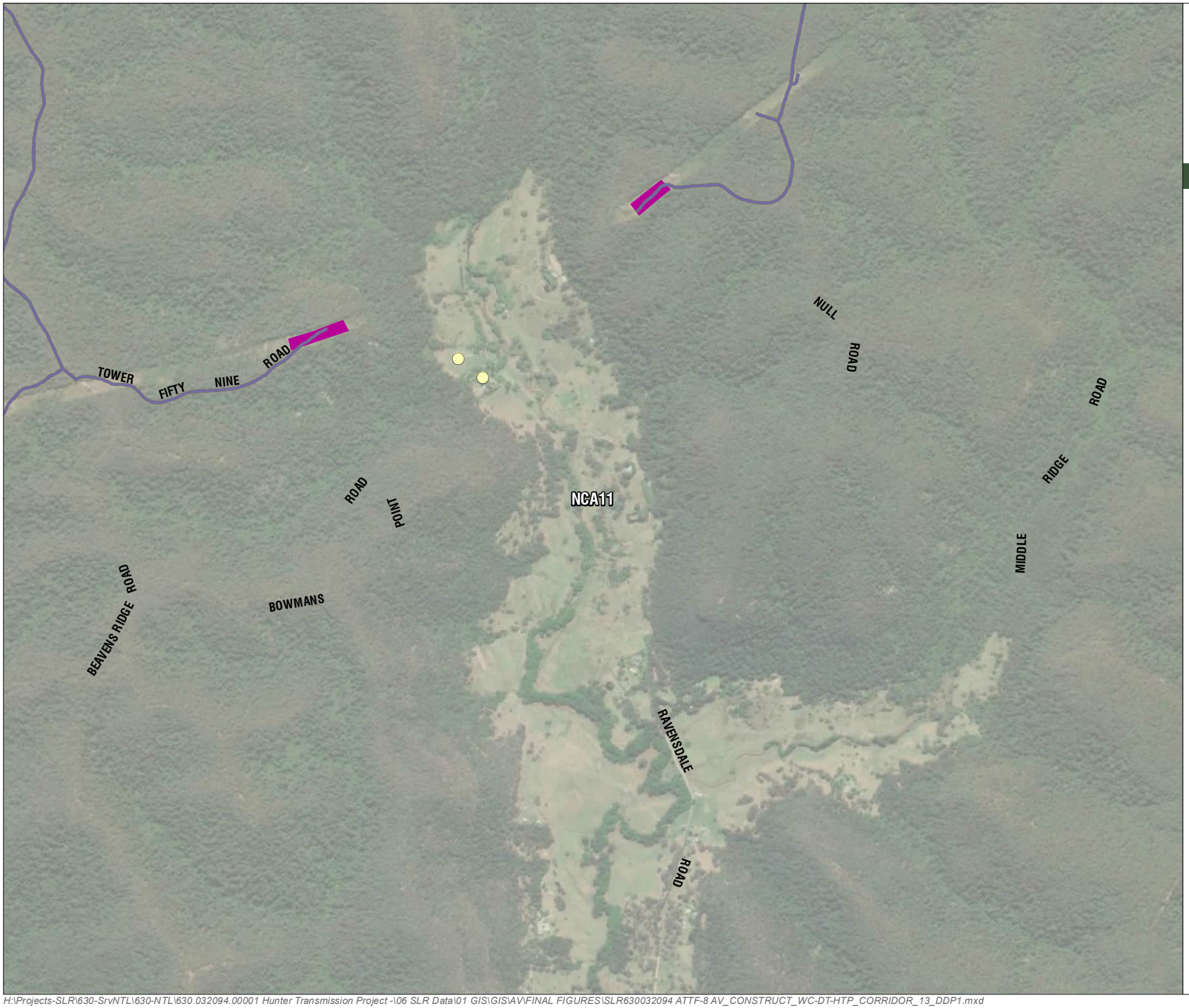
- 1 - 10 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:19,000 at A4
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Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE DAYTIME HTP CORRIDOR CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.8

LEGEND

- Study area
- NCA boundary

Assessed construction components

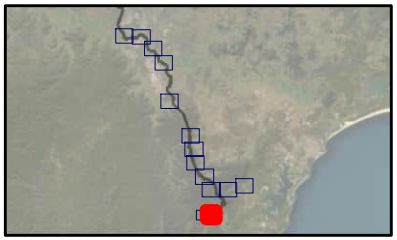
- Stringing station

Other construction components

- Access tracks (major with rock breaking)

Noise Impacts

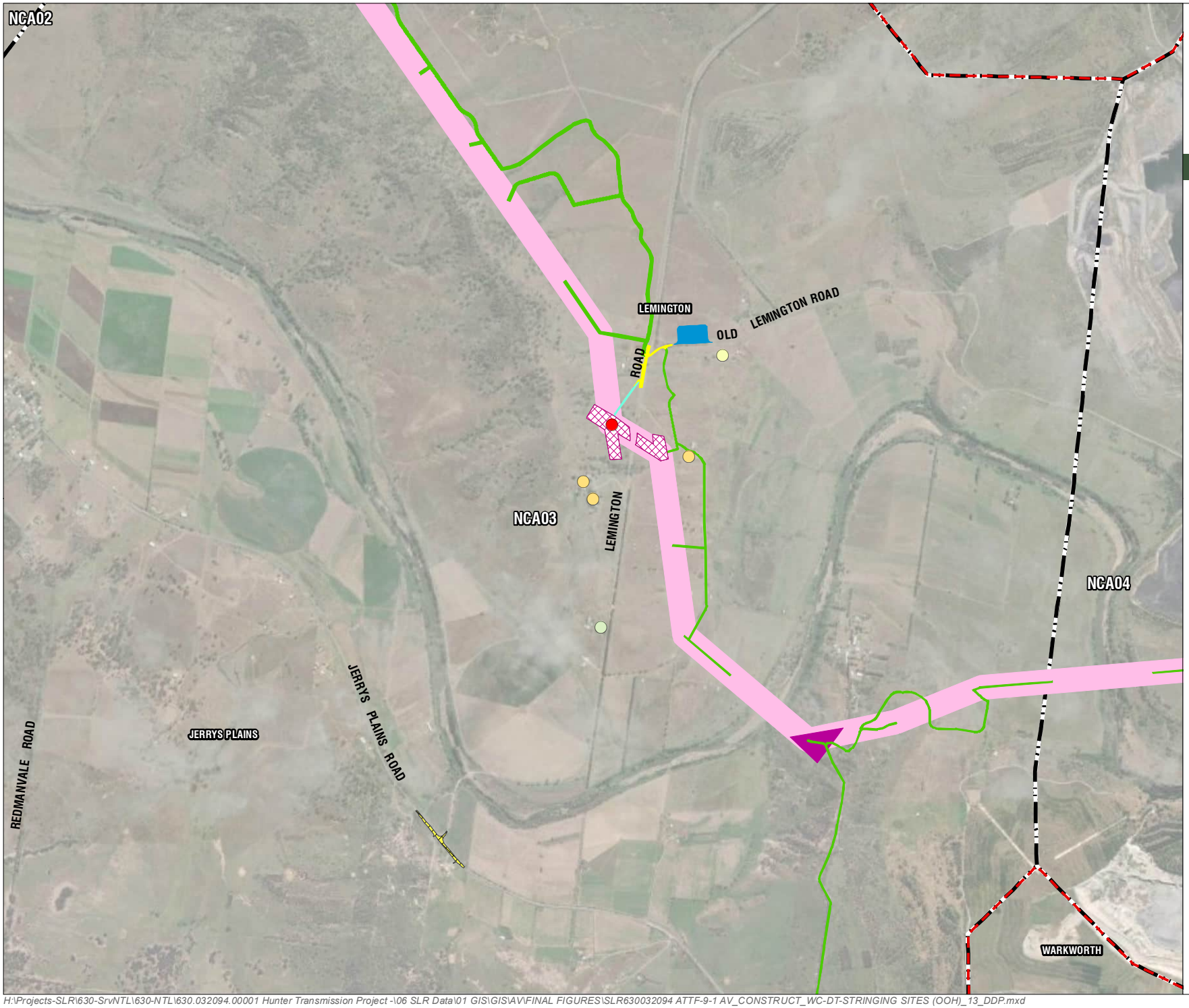
- 1 - 10 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:19,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAEQ, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

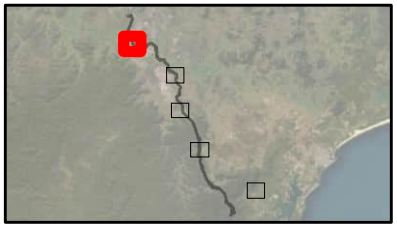
- Stringing station (out of hours)

Other construction components

- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station

Noise Impacts

- 1 - 5 dB (Noticeable)
- 6 - 15 dB (Clearly Audible)
- 16 - 25 dB (Moderately Intrusive)
- >75 dBA (Highly Noise Affected)

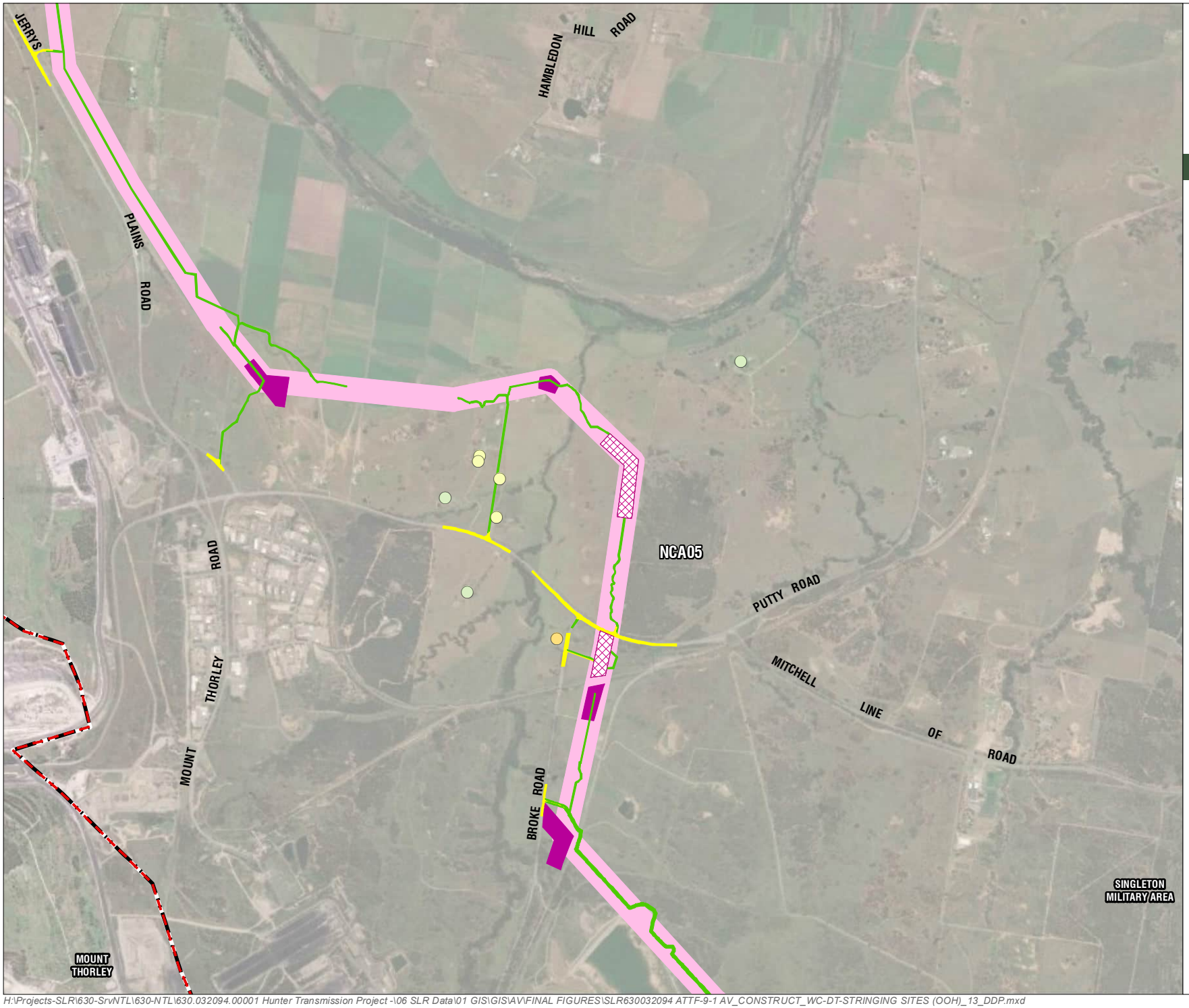


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTF-9-1 AV_CONSTRUCT_WC-DT-STRINGING SITES (OOH)_13_DDP.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAEQ, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

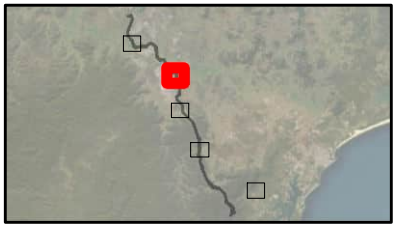
- Stringing station (out of hours)

Other construction components

- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Stringing station

Noise Impacts

- 1 - 5 dB (Noticeable)
- 6 - 15 dB (Clearly Audible)
- 16 - 25 dB (Moderately Intrusive)

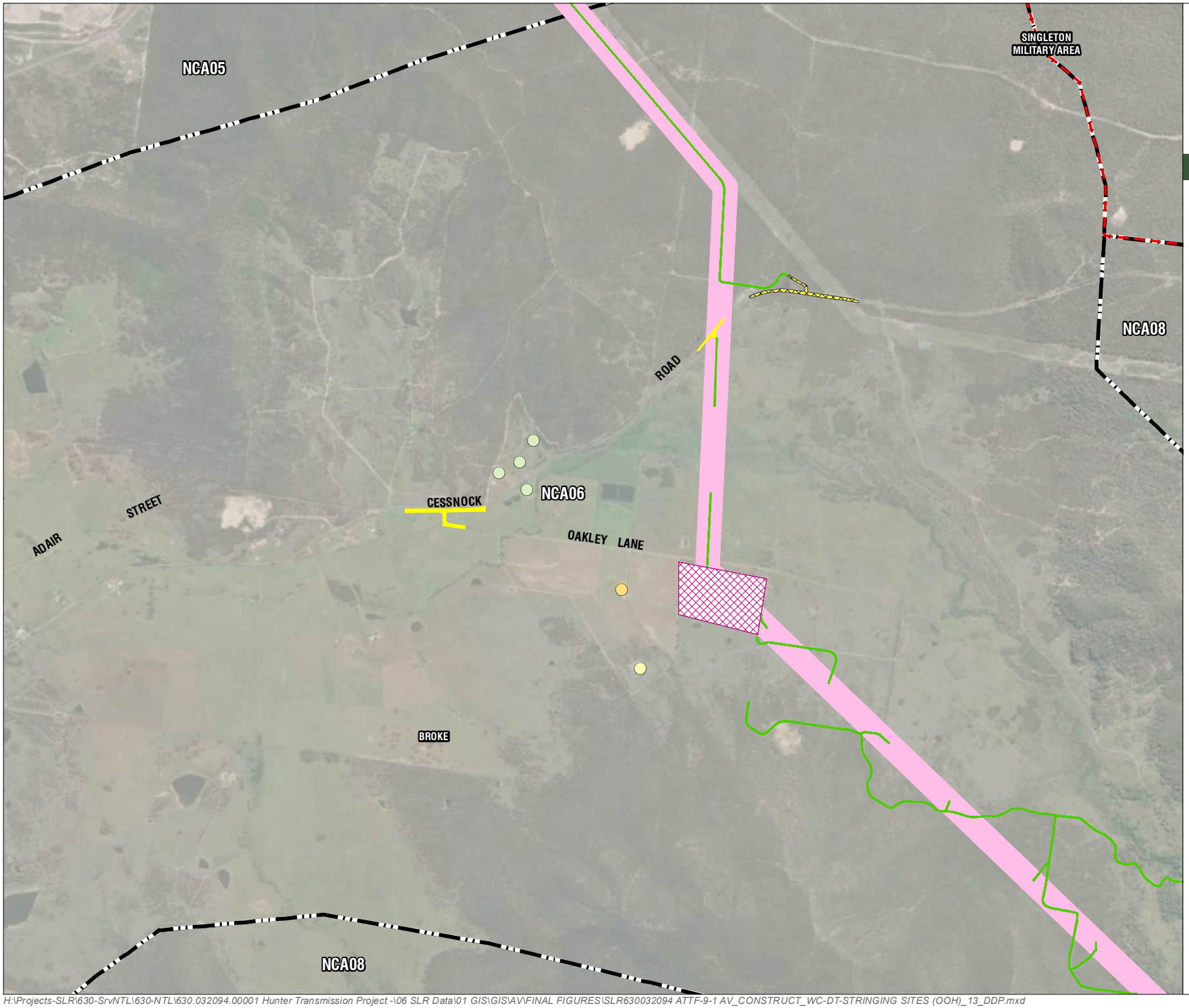


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAEQ, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

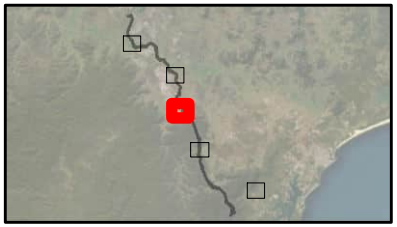
- Stringing station (out of hours)

Other construction components

- Access tracks (major)
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing station

Noise Impacts

- 1 - 5 dB (Noticeable)
- 6 - 15 dB (Clearly Audible)
- 16 - 25 dB (Moderately Intrusive)

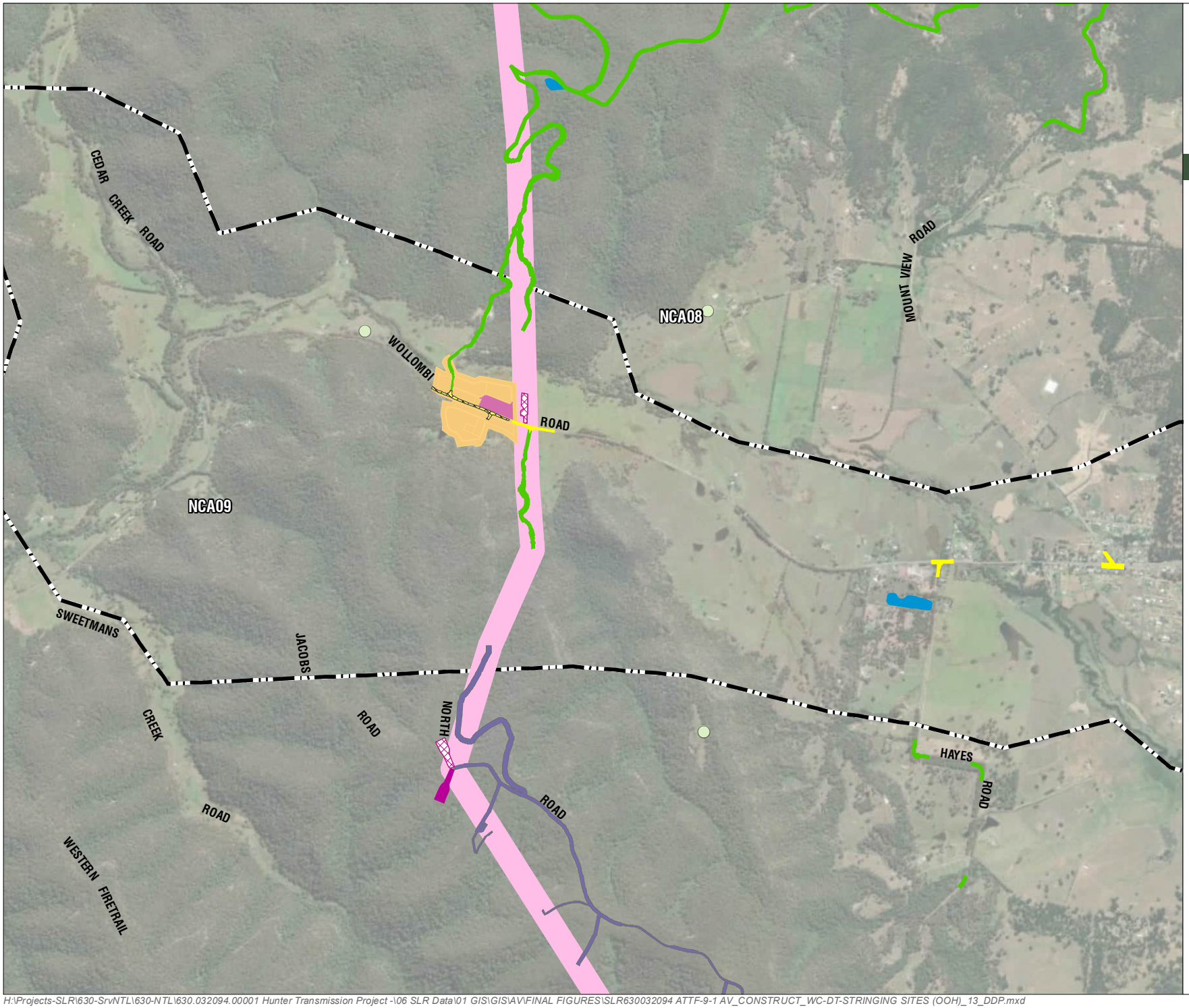


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAEQ, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

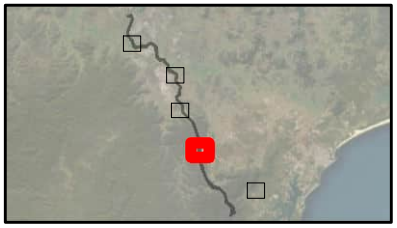
- Stringing station (out of hours)

Other construction components

- Access tracks (major with rock breaking)
- Access tracks (major)
- Accommodation site
- Construction support site
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station

Noise Impacts

- 1 - 5 dB (Noticeable)

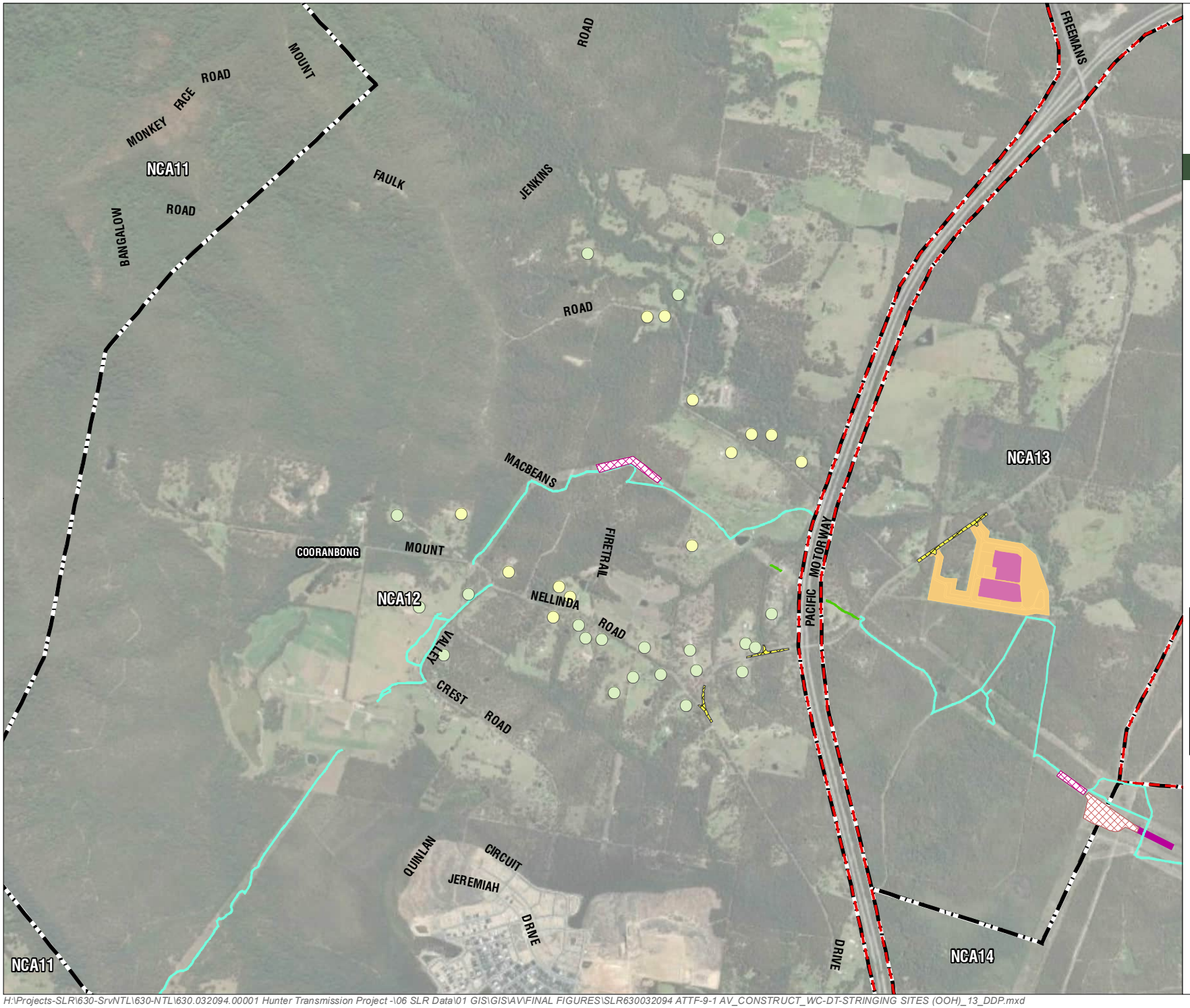


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAEQ, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.1

LEGEND

- Study area
- NCA boundary

Assessed construction components

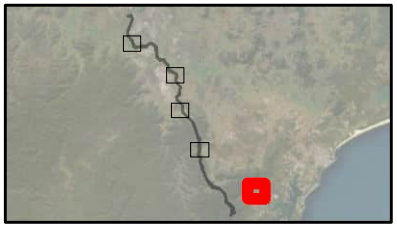
- Stringing station (out of hours)

Other construction components

- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing station
- Substation site (underground)

Noise Impacts

- 1 - 5 dB (Noticeable)
- 6 - 15 dB (Clearly Audible)

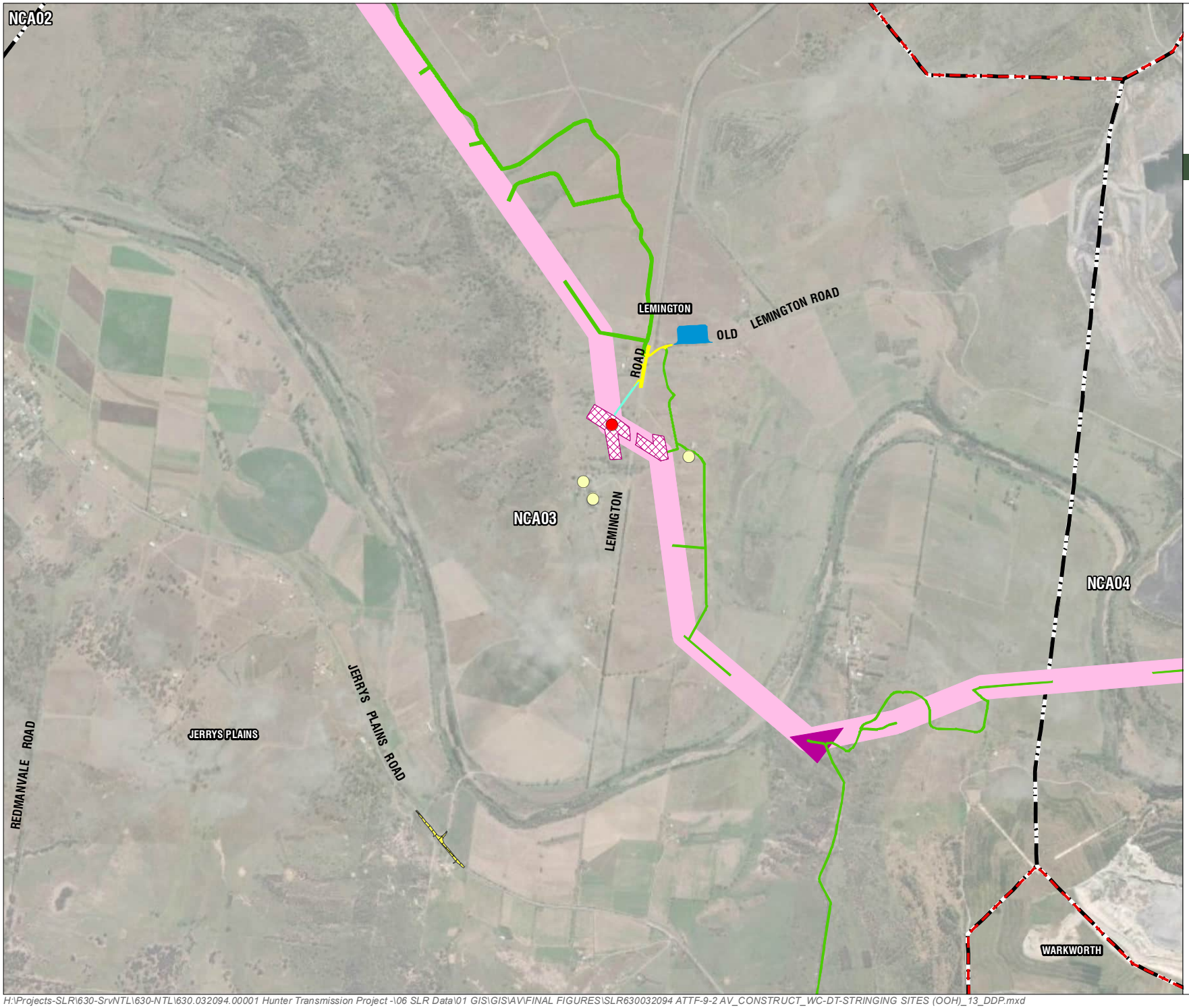


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAMAX, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.2

LEGEND

- Study area
- NCA boundary

Assessed construction components

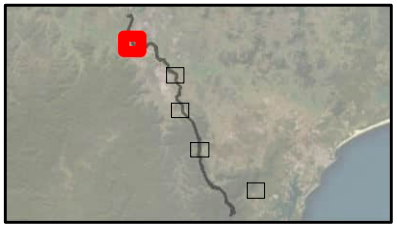
- Stringing station (out of hours)

Other construction components

- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station

Noise Impacts

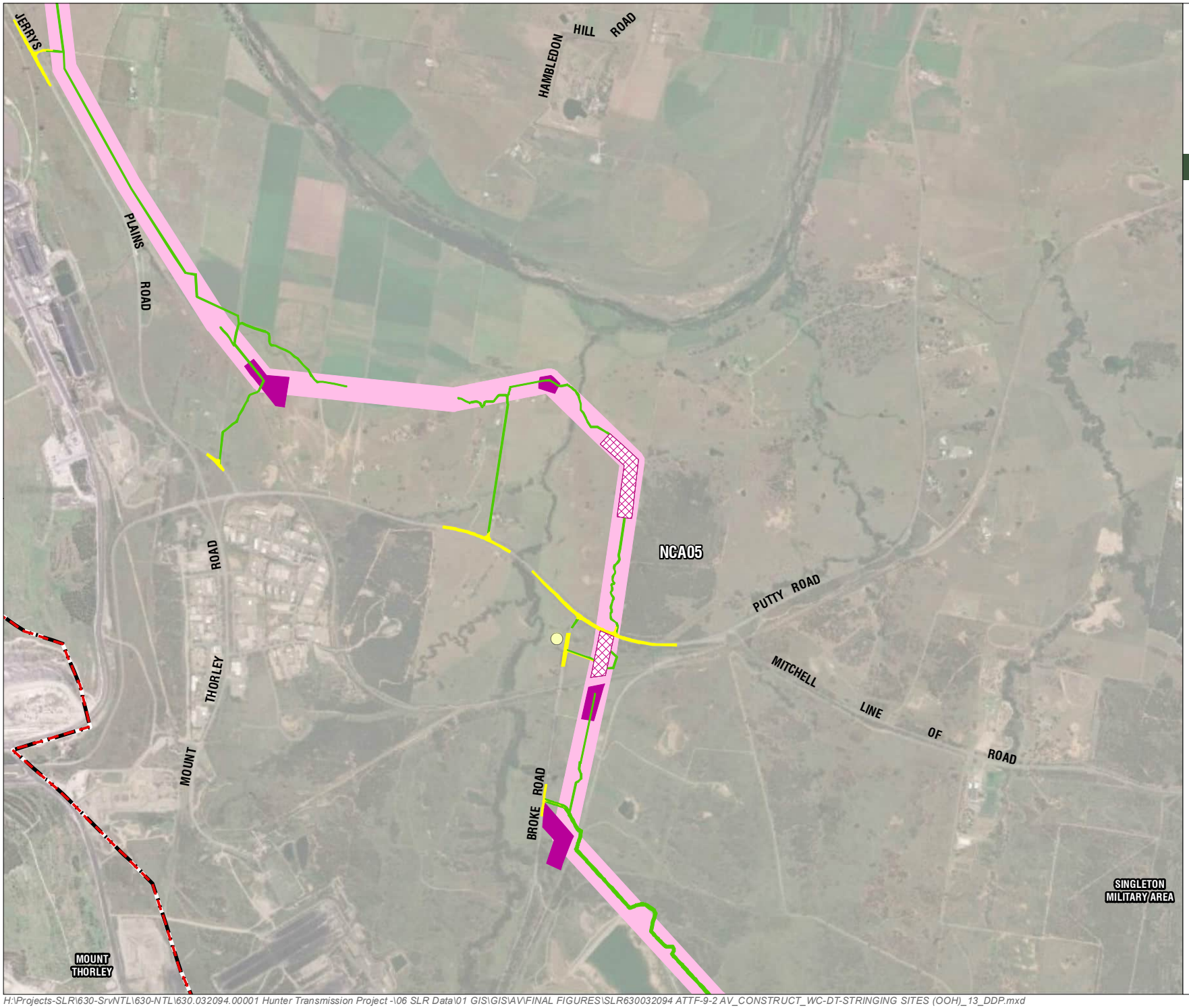
- 6 - 15 dB (Clearly Audible)
- >75 dBA (Highly Noise Affected)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAMAX, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.2

LEGEND

- Study area
- NCA boundary

Assessed construction components

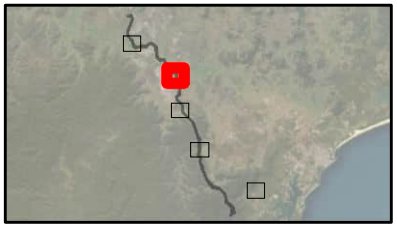
- Stringing station (out of hours)

Other construction components

- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Stringing station

Noise Impacts

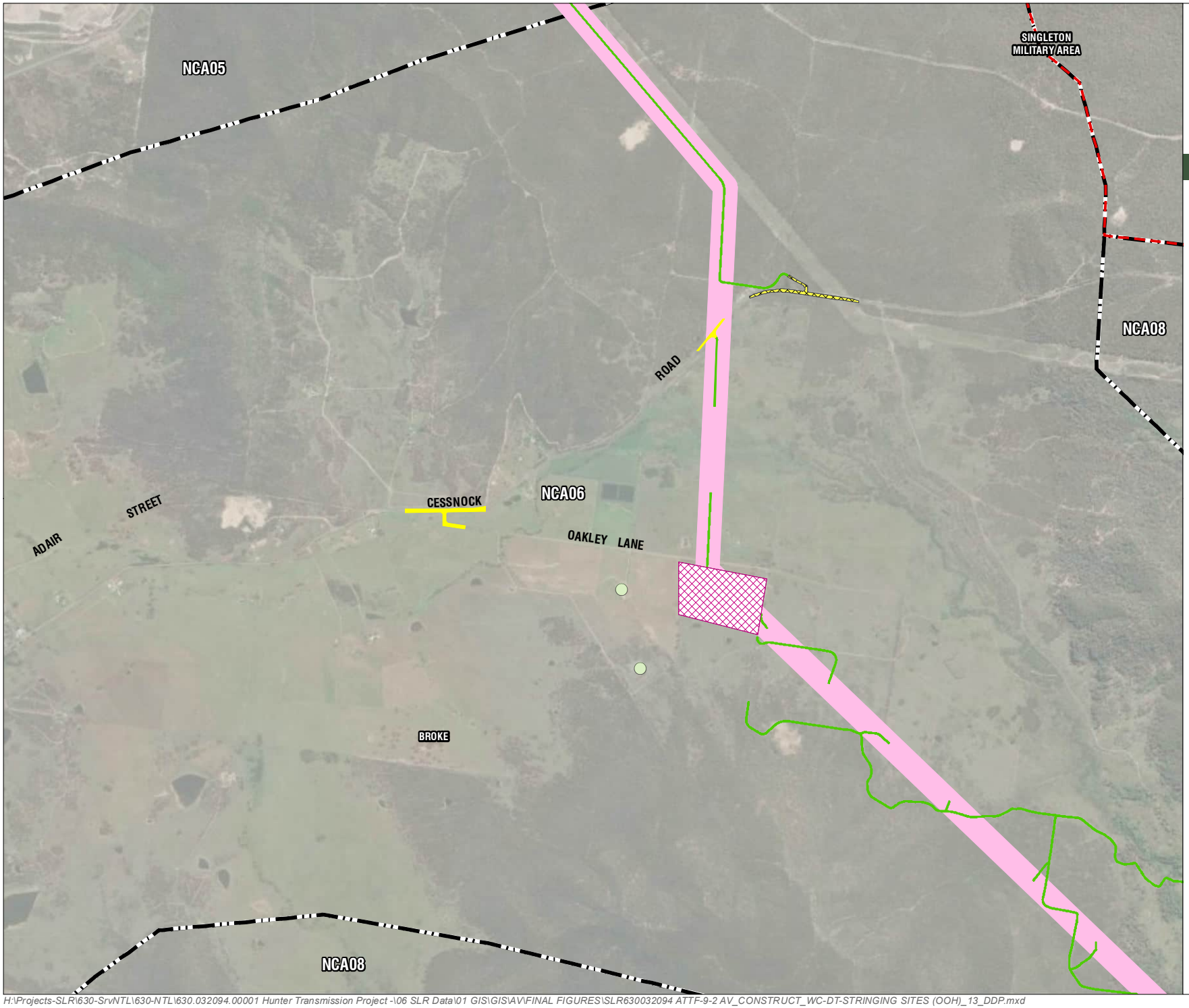
- 6 - 15 dB (Clearly Audible)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAMAX, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

ATTACHMENT F.9.2

Study area
NCA boundary

Assessed construction components

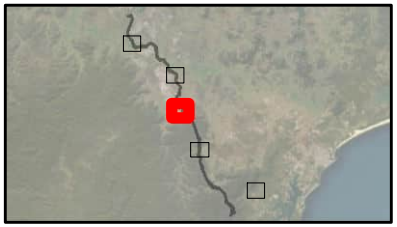
Stringing station (out of hours)

Other construction components

Access tracks (major)
HTP Easement
Intersections (intensive)
Intersections (typical)
Stringing station

Noise Impacts

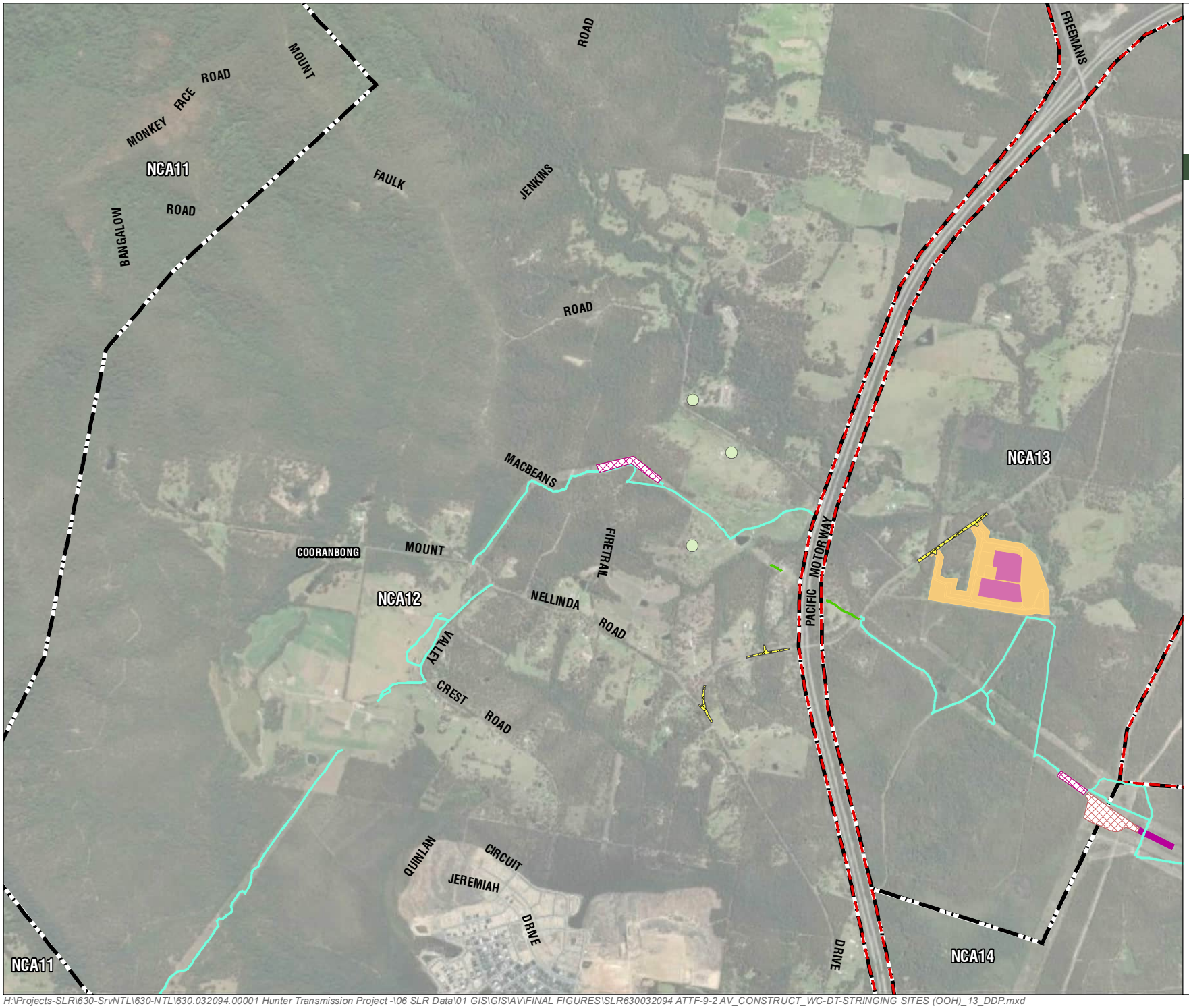
1 - 5 dB (Noticeable)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE NIGHT-TIME LAMAX, STRINGING STATIONS, CONSTRUCTION NOISE IMPACTS

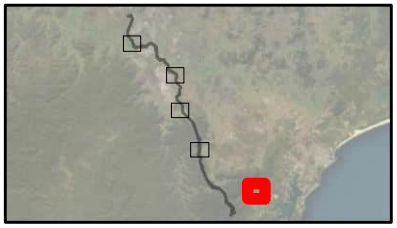
ATTACHMENT F.9.2

Study
NCA

Assessed construction components
Stringing station (out of hours)

Other construction components
Access tracks (major)
Access tracks (minor)
Accommodation site
Construction support
Intersections (intensive)
Stringing
Substation site (underground)

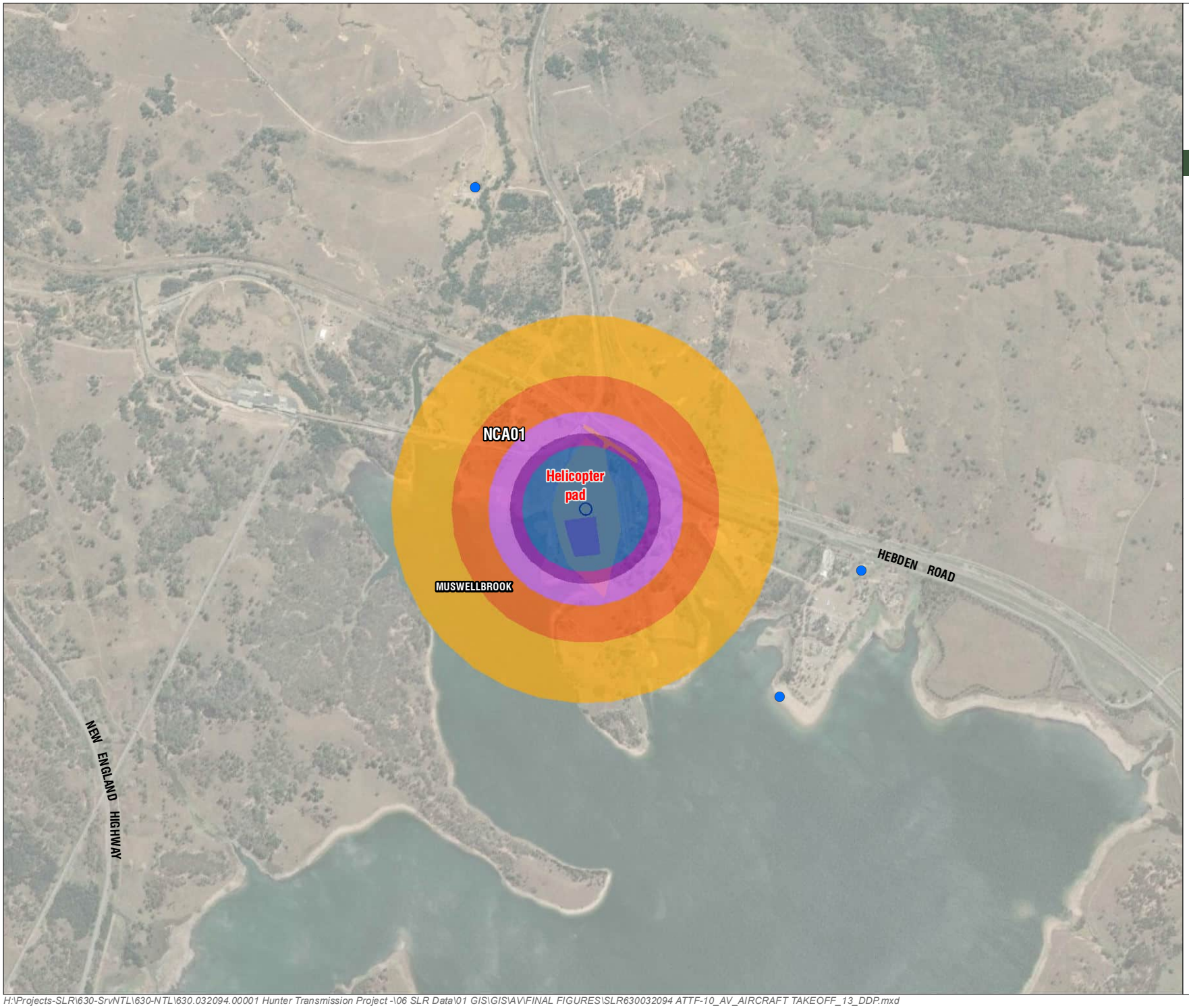
Noise Impacts
1 - 5 dB (Noticeable)



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE ARRIVAL AND DEPARTURE TO 1000FT

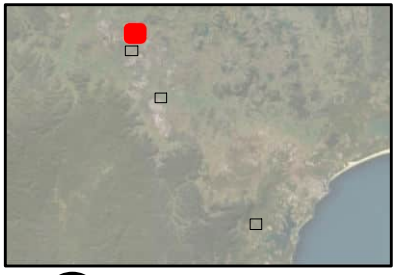
ATTACHMENT F.10

LEGEND

- Sensitive Receivers
- Study Area
- NCA boundary
- Helicopter pad
- Accommodation site
- Construction support site
- Intersections (typical)

LAMax Aircraft Noise

- 75 - 80 dBA
- 80 - 85 dBA
- 85 - 90 dBA
- 90 - 95 dBA
- >95 dBA

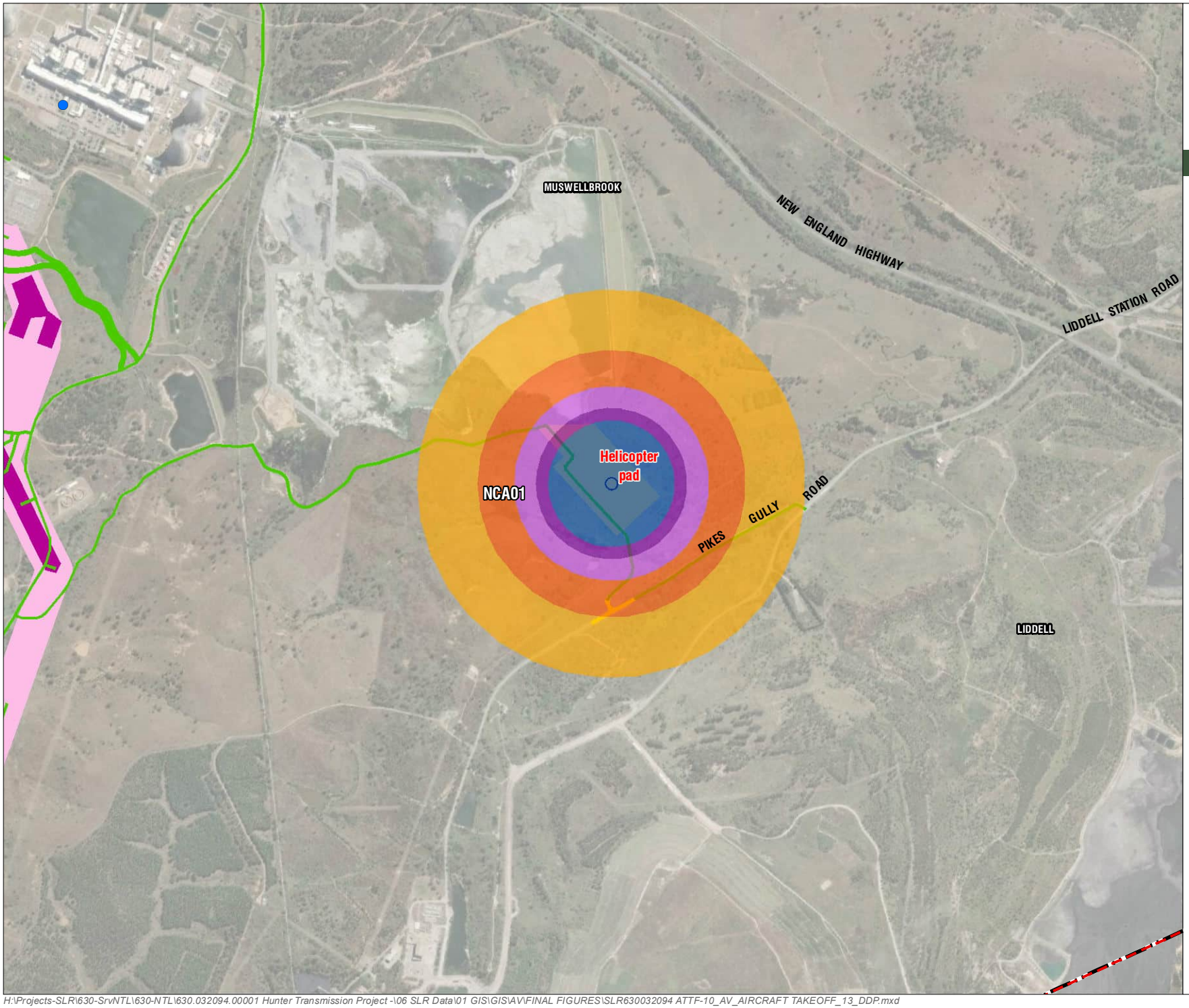


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:20,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE ARRIVAL AND DEPARTURE TO 1000FT

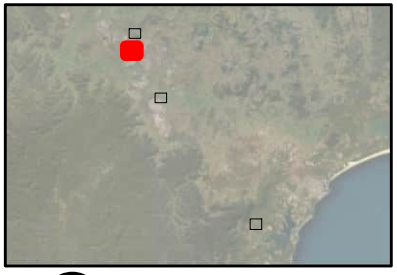
ATTACHMENT F.10

LEGEND

- Sensitive Receivers
- Study Area
- NCA boundary
- Helicopter pad
- Access tracks (major)
- Construction support site
- HTP Easement
- Intersections (typical)
- Stringing station

LAMax Aircraft Noise

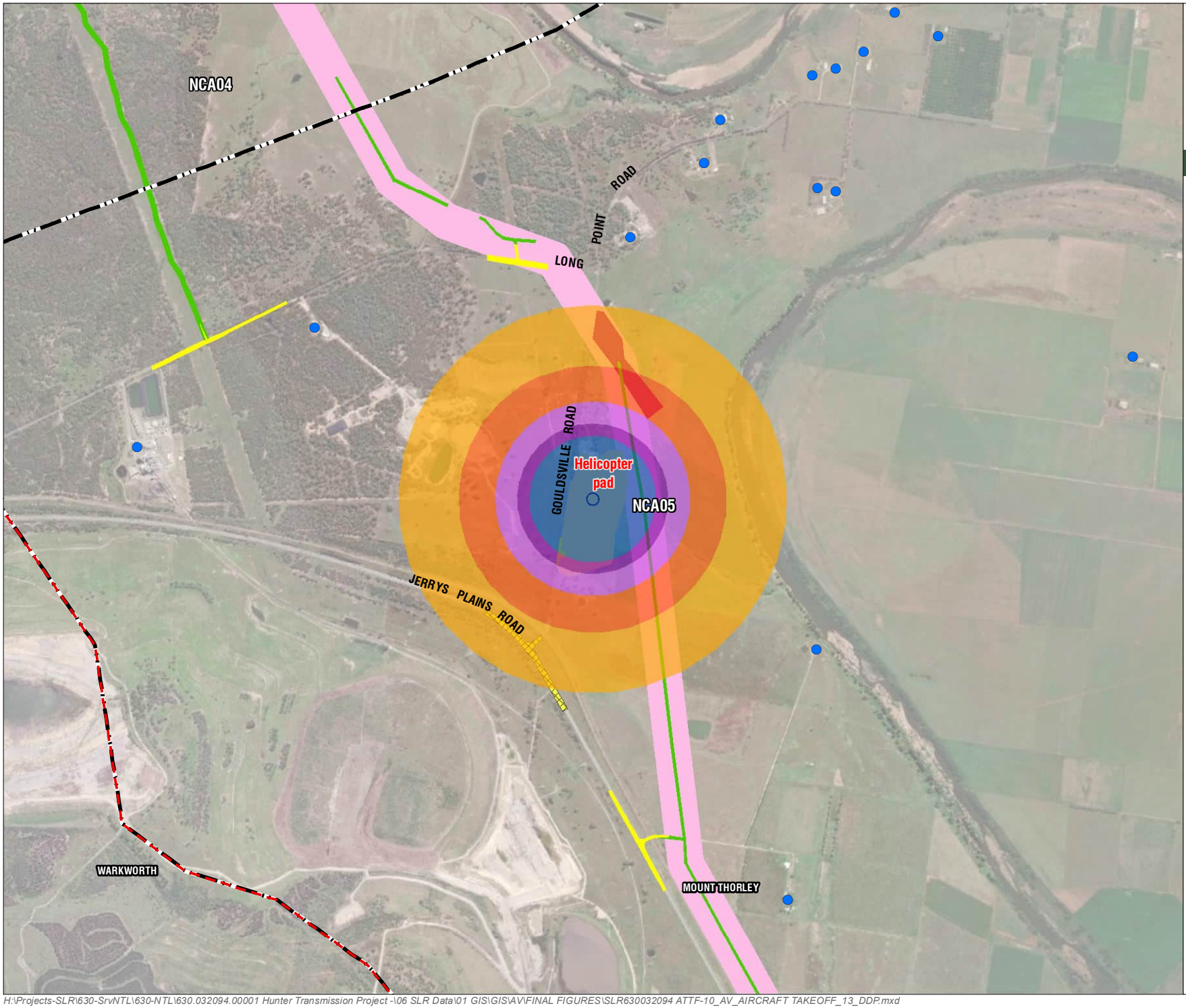
- 75 - 80 dBA
- 80 - 85 dBA
- 85 - 90 dBA
- 90 - 95 dBA
- >95 dBA



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:20,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE ARRIVAL AND DEPARTURE TO 1000FT

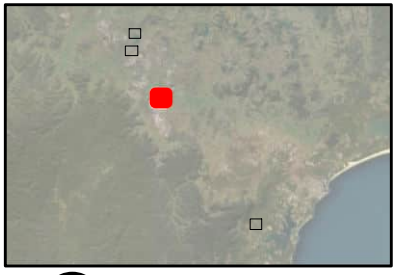
ATTACHMENT F.10

LEGEND

- Sensitive Receivers
- Study Area
- NCA boundary
- Helicopter pad
- Access tracks (major)
- Construction support site
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing station

LAMax Aircraft Noise

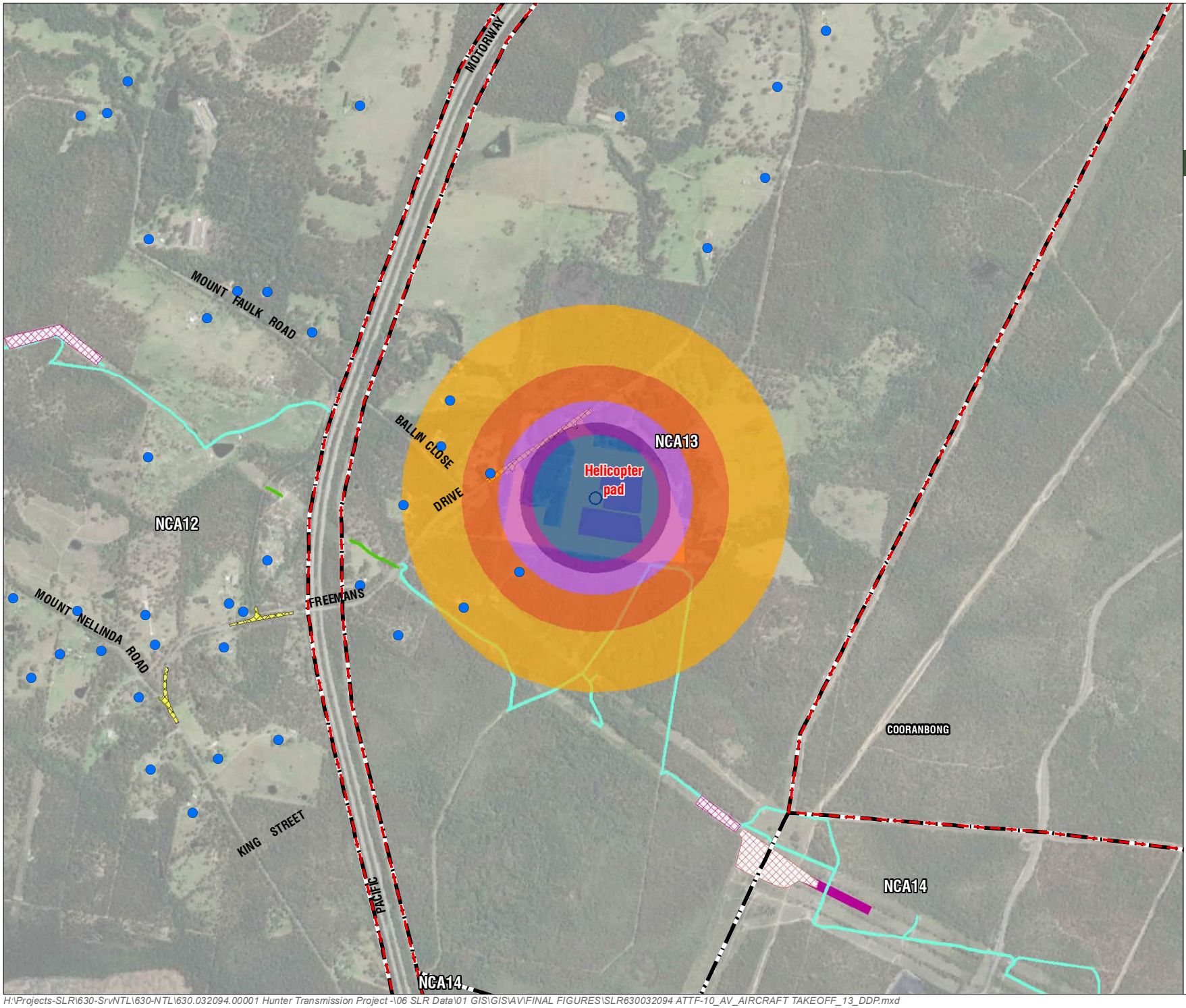
- 75 - 80 dBA
- 80 - 85 dBA
- 85 - 90 dBA
- 90 - 95 dBA
- >95 dBA



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:20,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE ARRIVAL AND DEPARTURE TO 1000FT

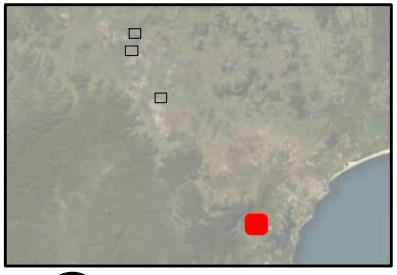
ATTACHMENT F.10

LEGEND

- Sensitive Receivers
- Study Area
- NCA boundary
- Helicopter pad
- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing station
- Stringing station (out of hours)
- Substation site (underground)

LAMax Aircraft Noise

- 75 - 80 dBA
- 80 - 85 dBA
- 85 - 90 dBA
- 90 - 95 dBA
- >95 dBA

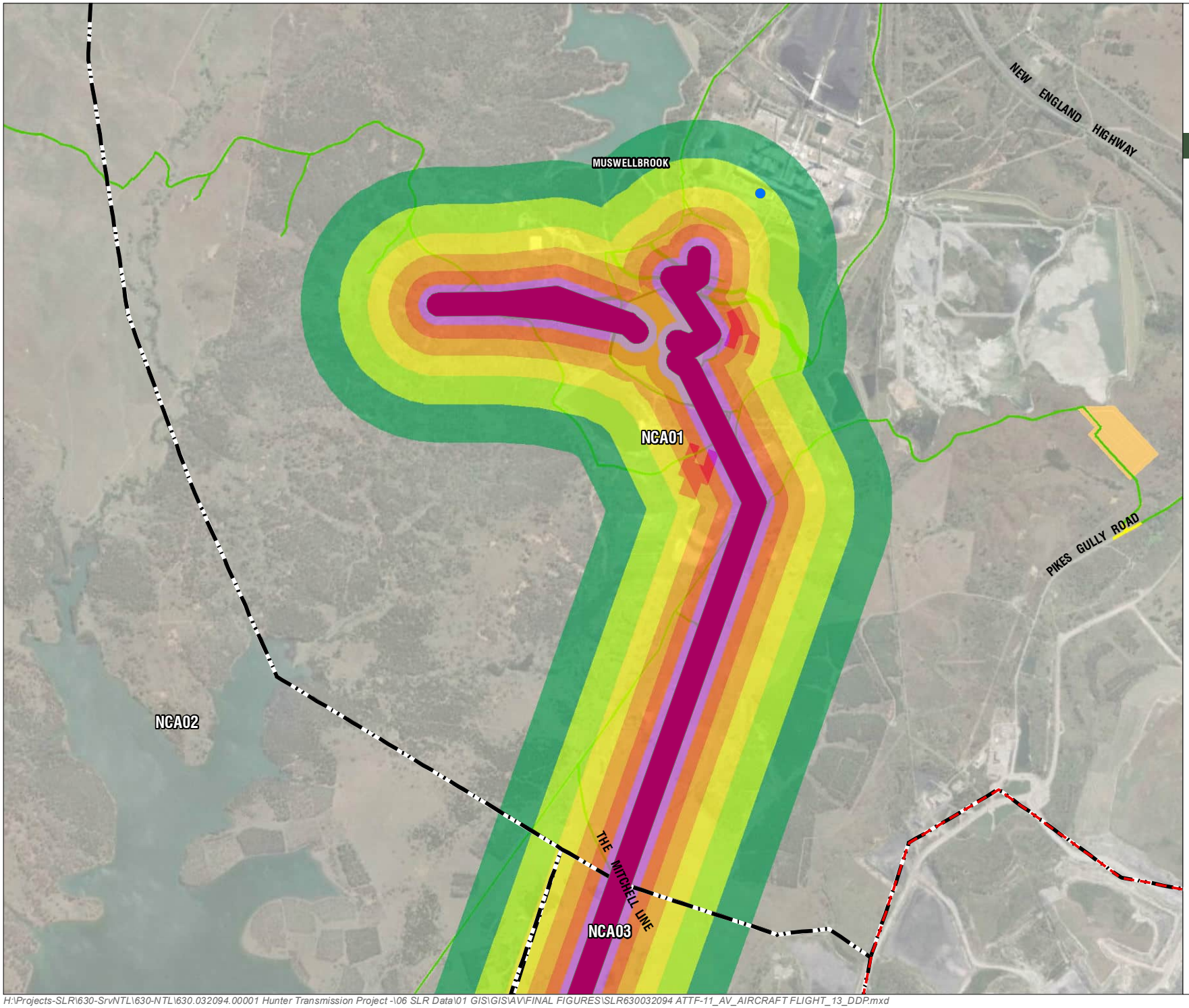


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:20,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

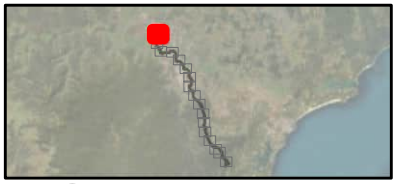
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Construction support site
- Intersections (typical)
- Stringing station
- Substation site (underground)
- Switching station

LAMax Aircraft Noise

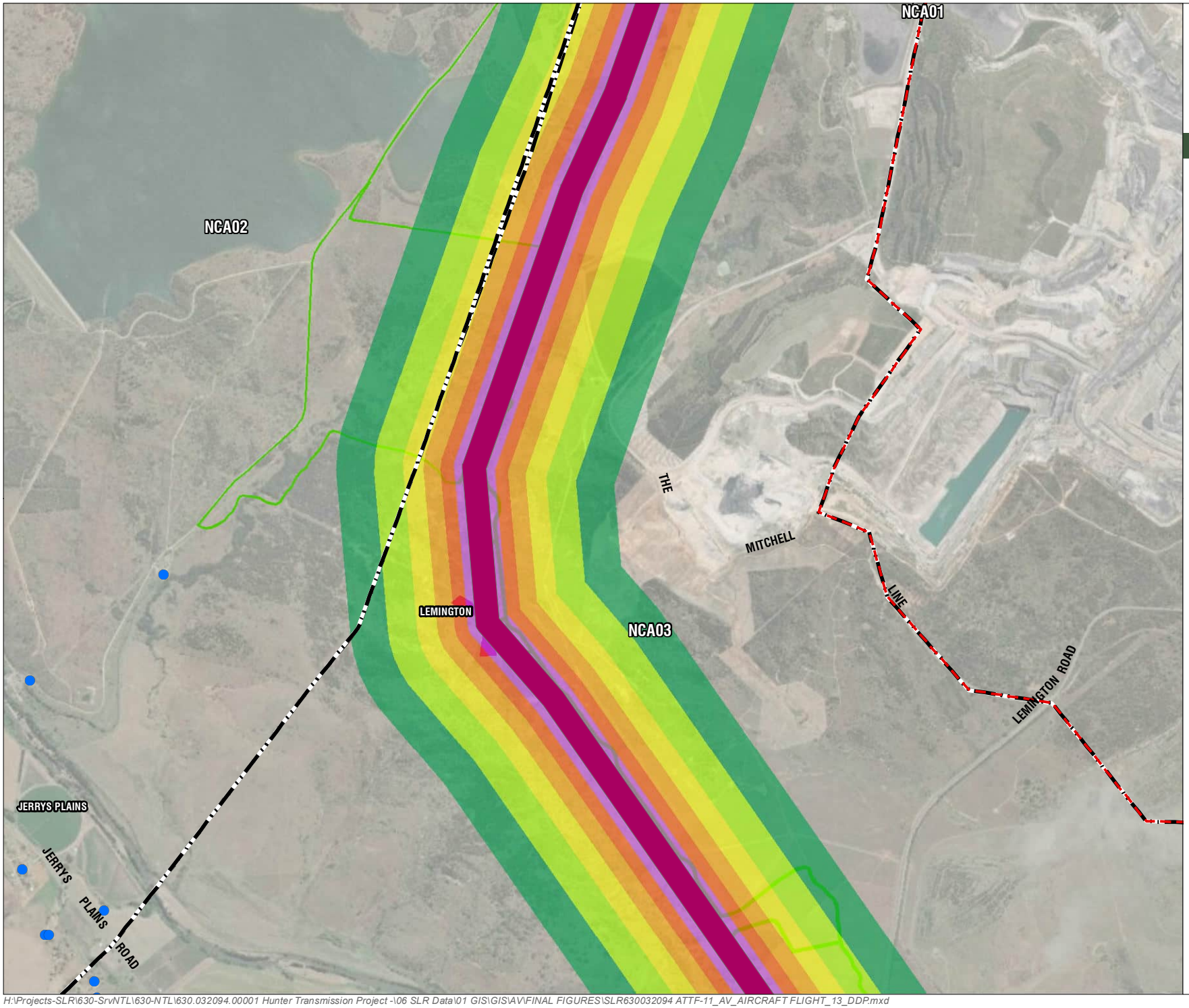
- 60 - 65 dBA
- 65 - 70 dBA
- 70 - 75 dBA
- 75 - 80 dBA
- 80 - 85 dBA
- 85 - 90 dBA
- >90 dBA



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

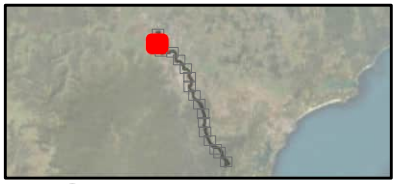
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Stringing station

LAMax Aircraft Noise

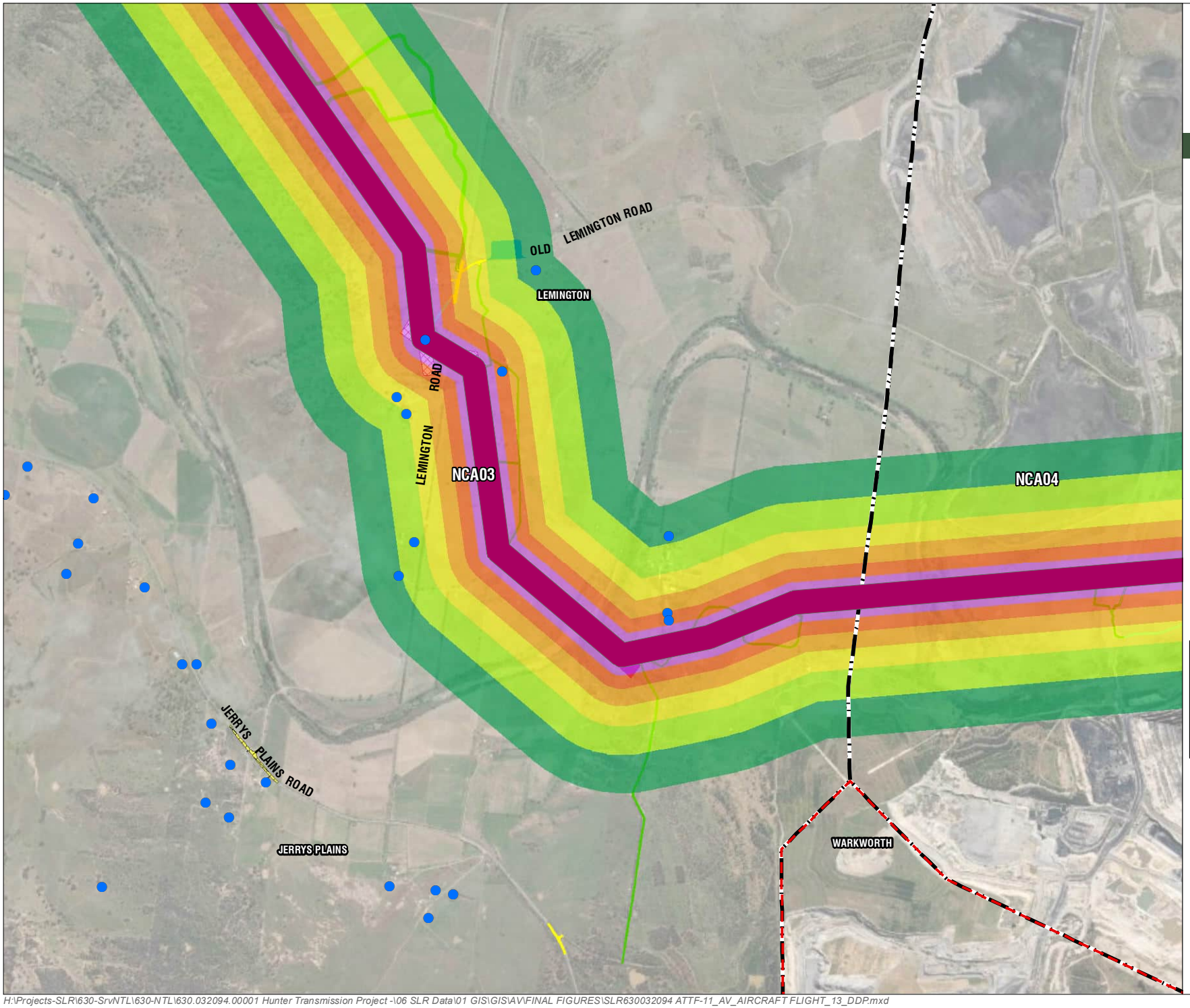
- 60 - 65 dBA
- 65 - 70 dBA
- 70 - 75 dBA
- 75 - 80 dBA
- 80 - 85 dBA
- 85 - 90 dBA
- >90 dBA



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

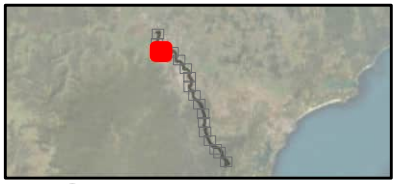
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Access tracks (minor)
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station
- Stringing station (out of hours)

LAMax Aircraft Noise

- 60 - 65 dBA
- 65 - 70 dBA
- 70 - 75 dBA
- 75 - 80 dBA
- 80 - 85 dBA
- 85 - 90 dBA
- >90 dBA

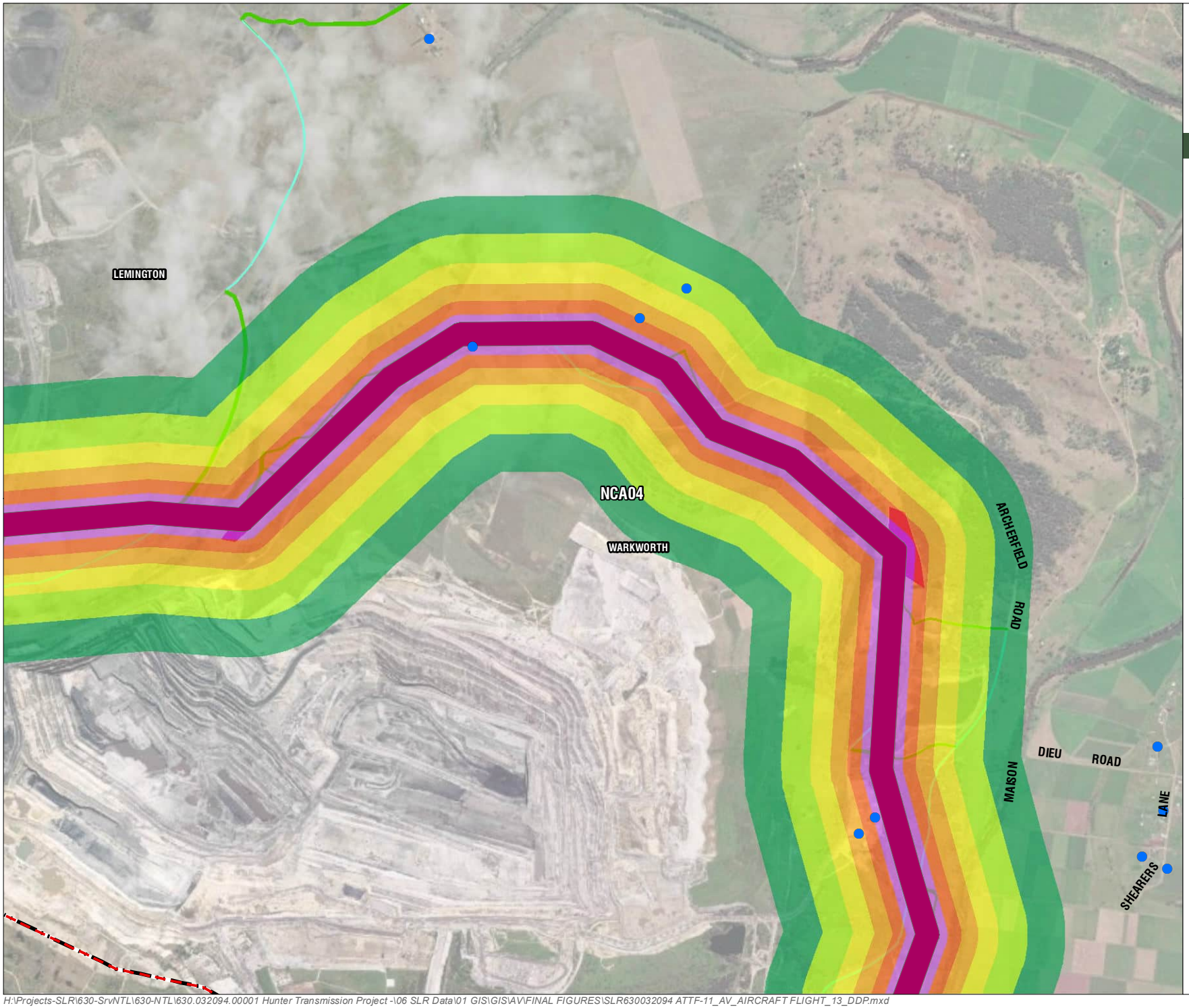


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0 250 500 m

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

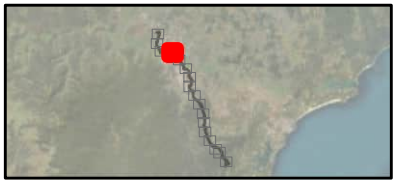
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Access tracks (minor)
- Stringing station

LAMax Aircraft Noise

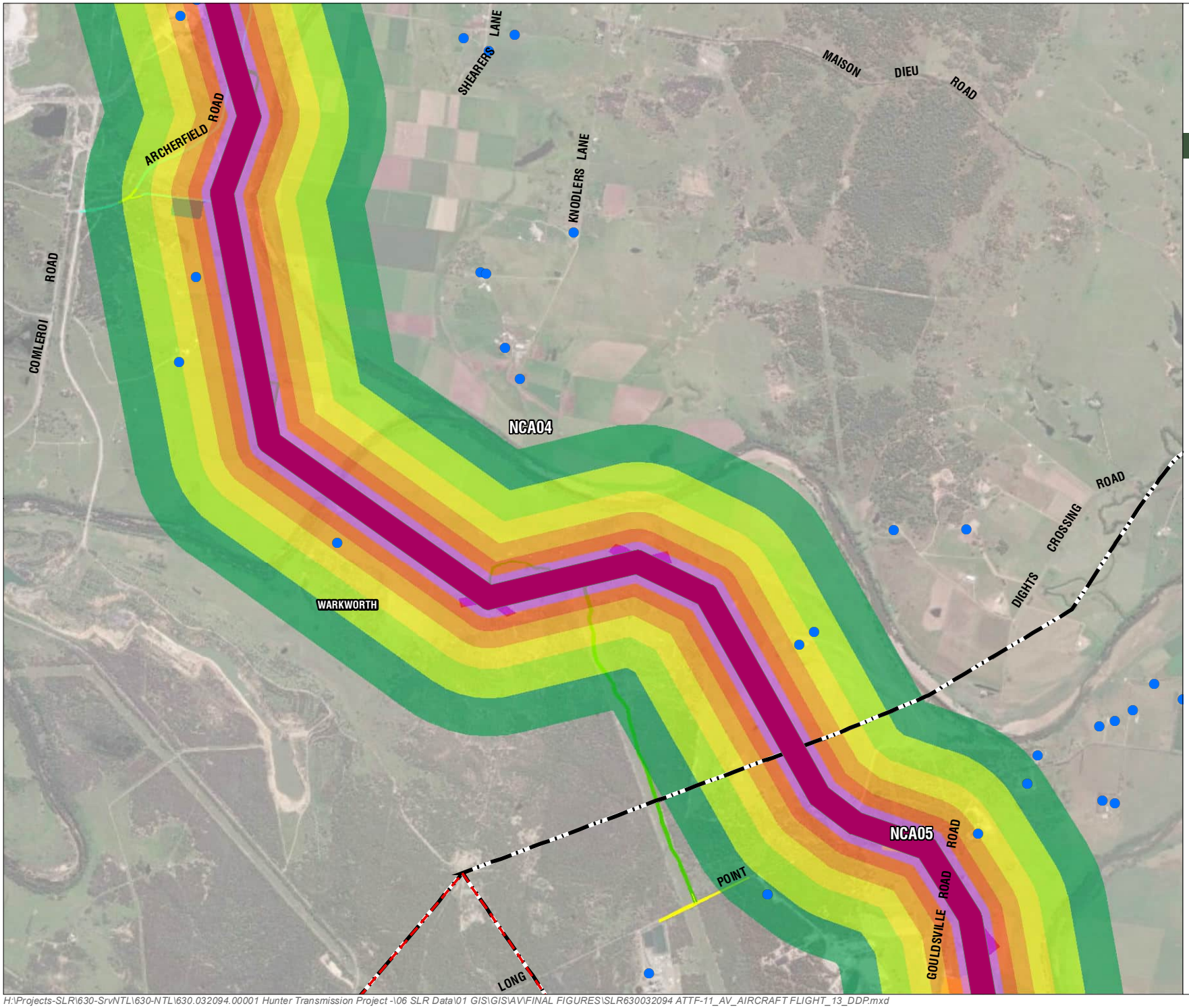
- 60 - 65 dBA
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- 75 - 80 dBA
- 80 - 85 dBA
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0 250 500 m

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NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

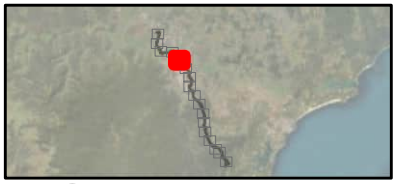
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Access tracks (minor)
- Construction support site
- Intersections (typical)
- Laydown area
- Stringing station

LAMax Aircraft Noise

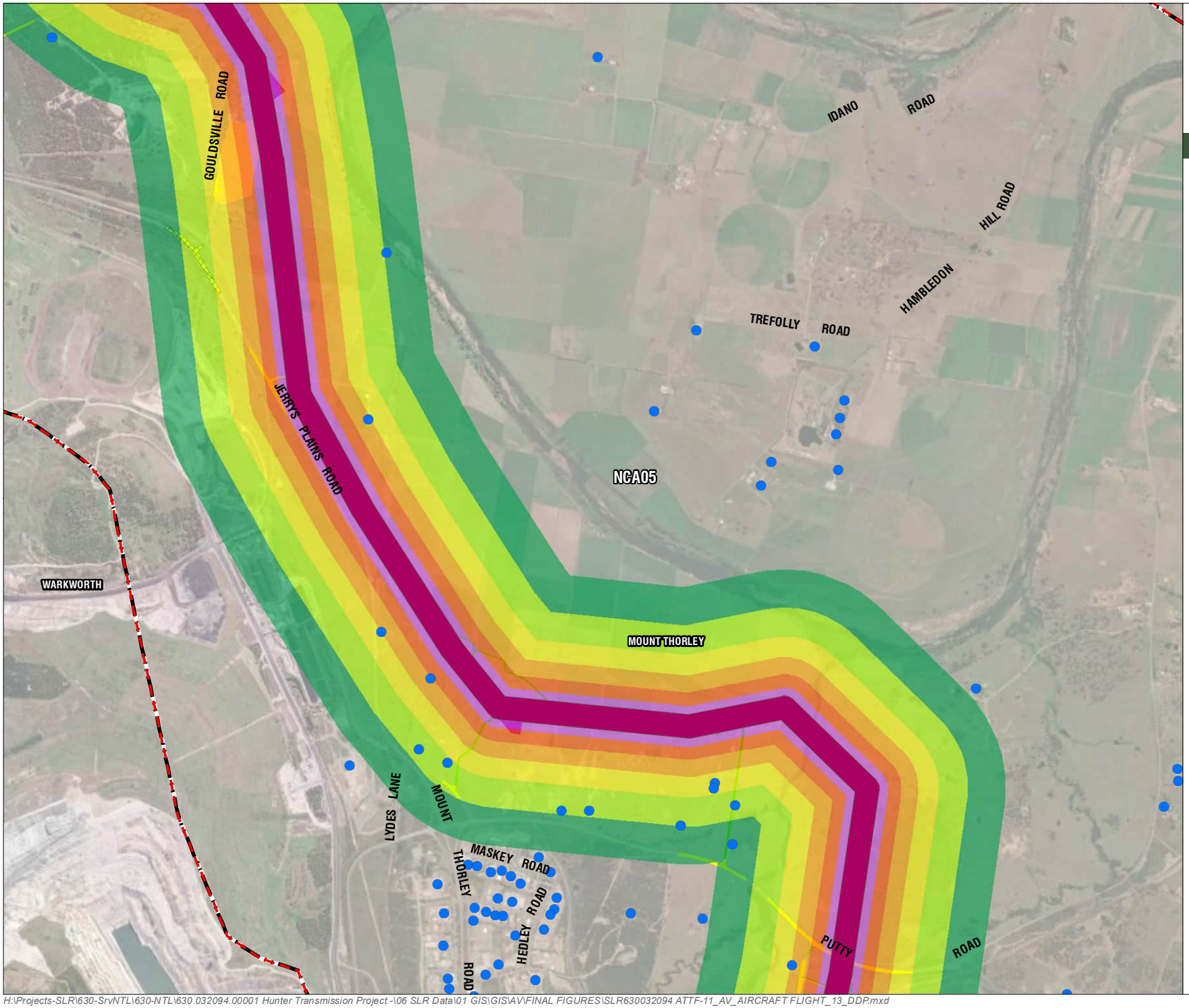
- 60 - 65 dBA
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0 250 500 m

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NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

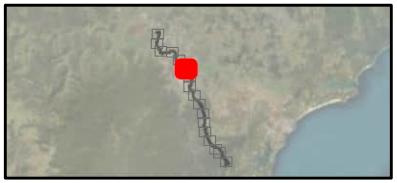
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Construction support site
- Intersections (intensive)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

LAMax Aircraft Noise

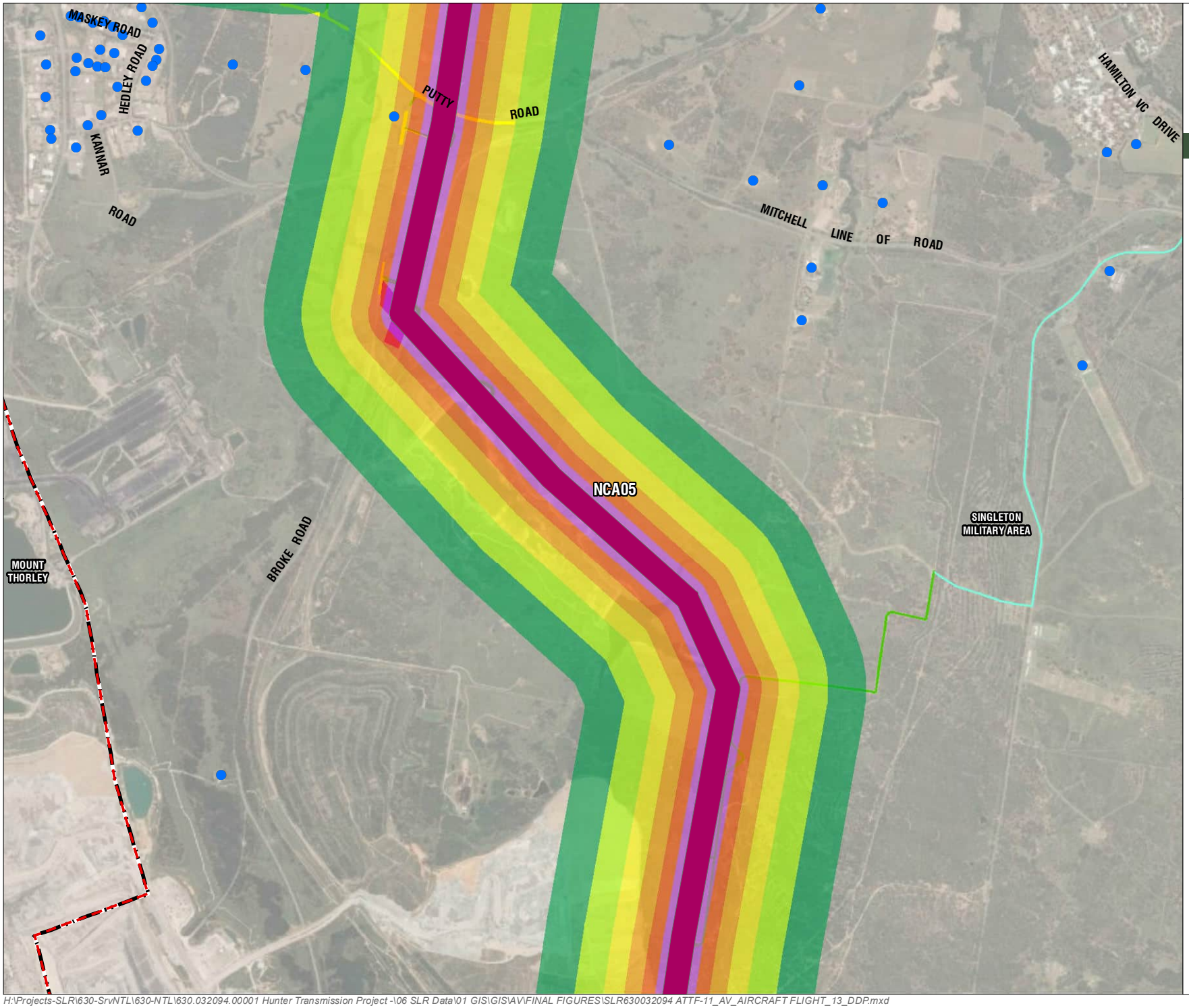
- 60 - 65 dBA
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NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

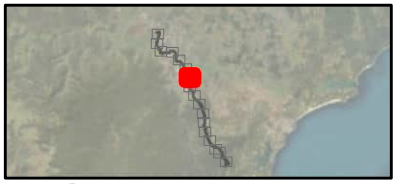
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Access tracks (minor)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

LAMax Aircraft Noise

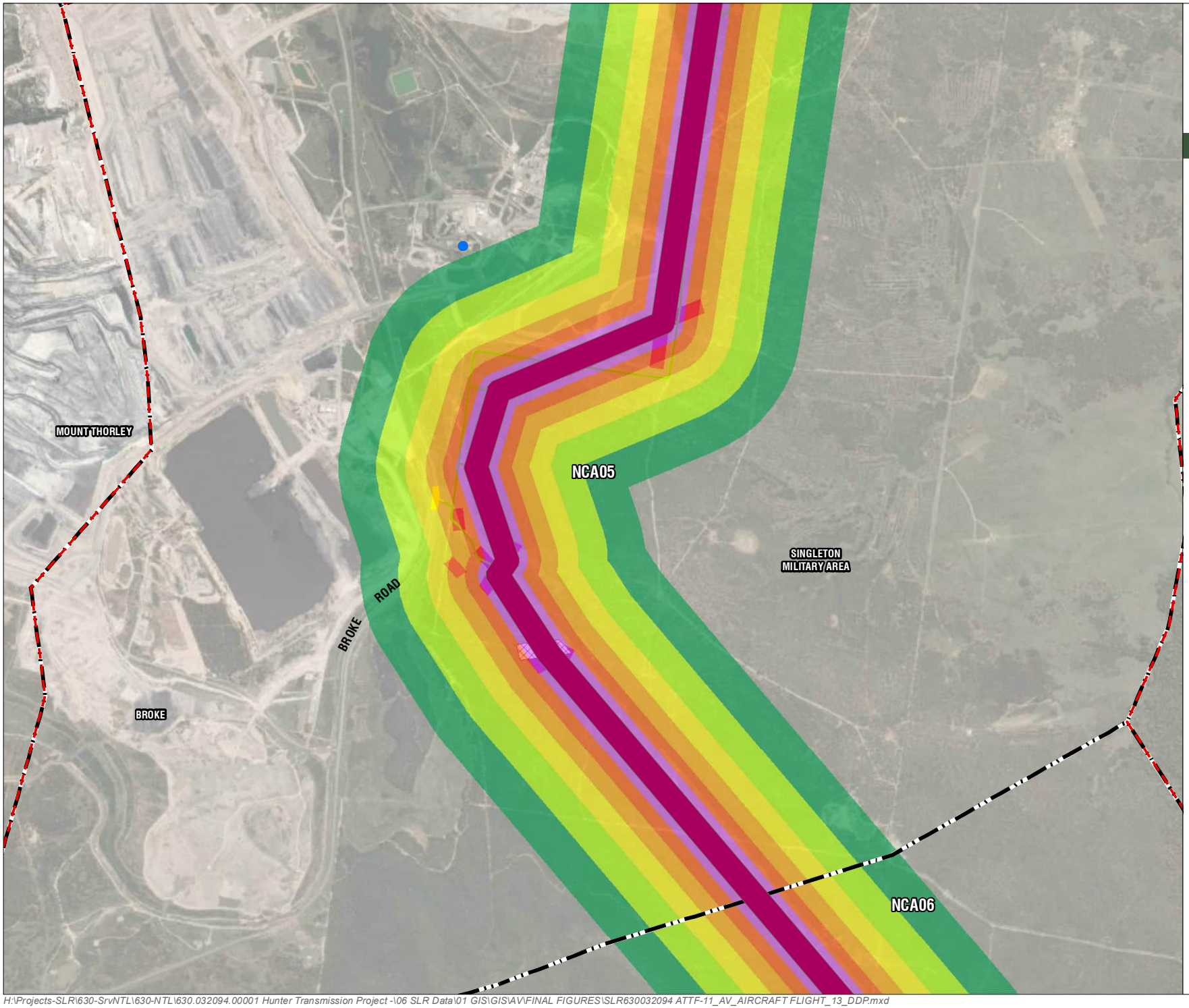
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HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

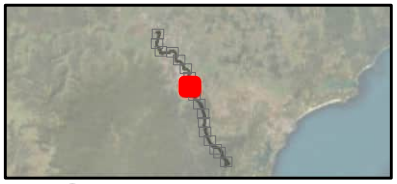
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

LAMax Aircraft Noise

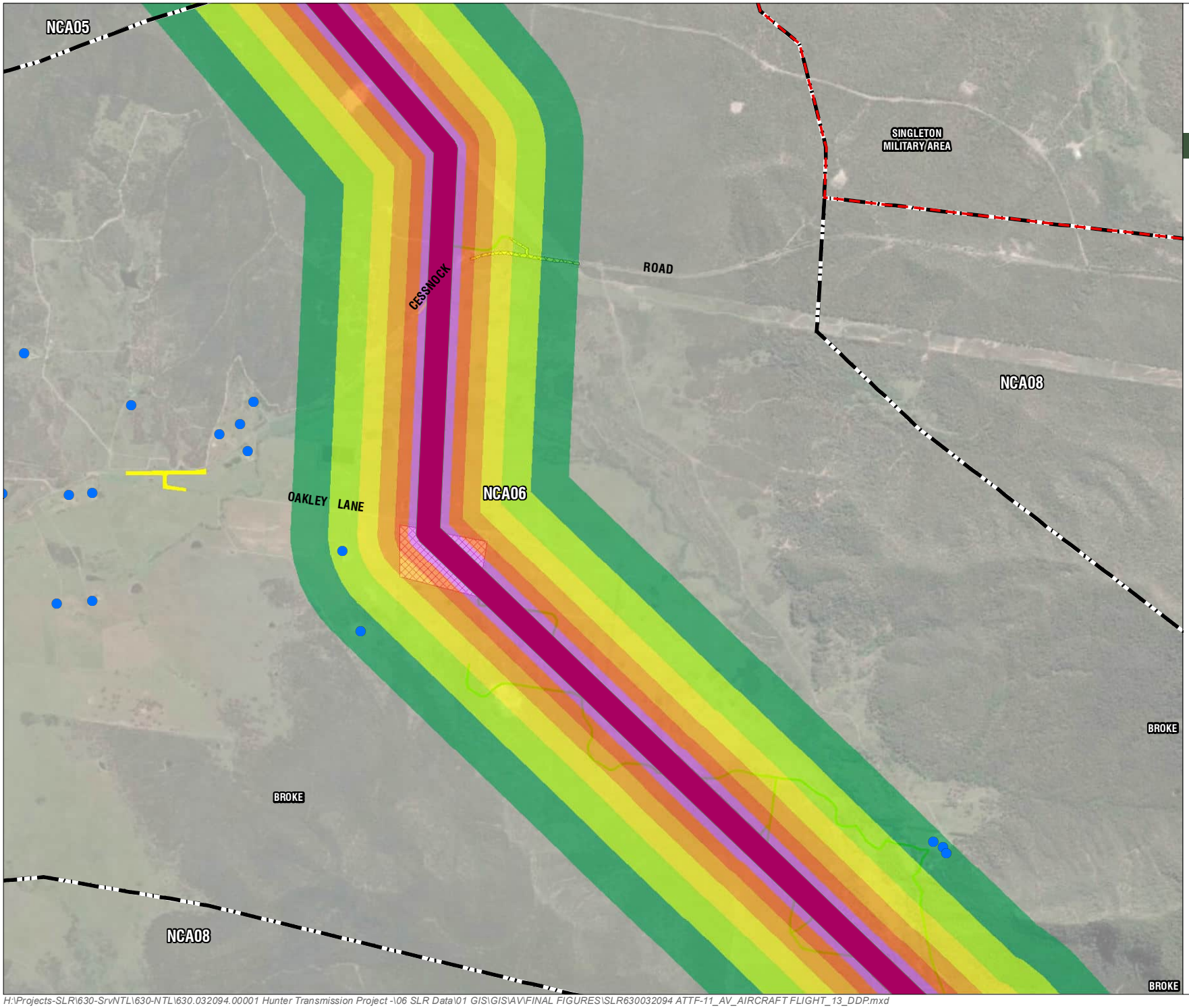
- 60 - 65 dBA
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0 250 500 m

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

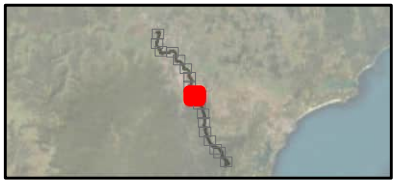
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Intersections (intensive)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

LAMax Aircraft Noise

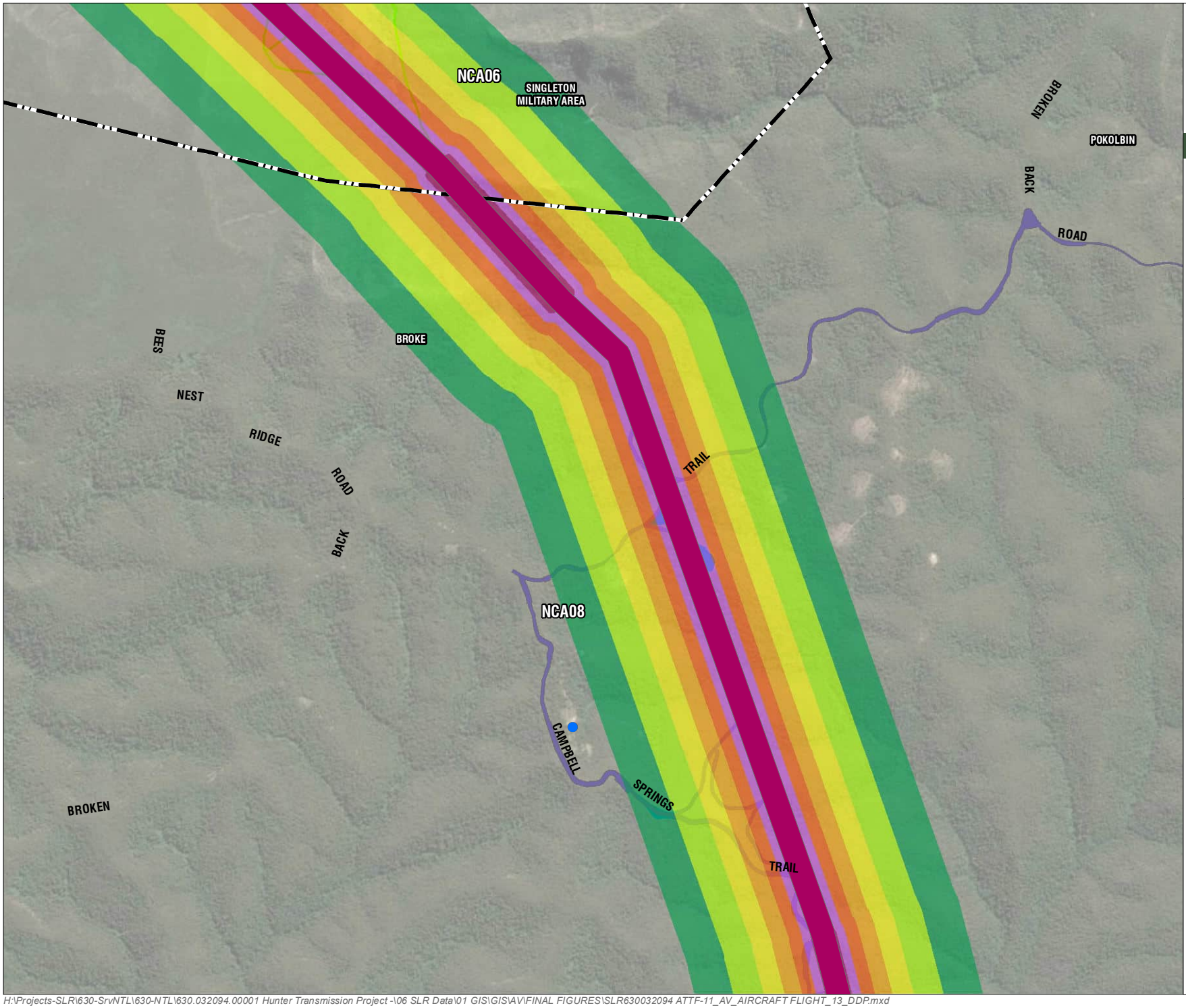
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HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

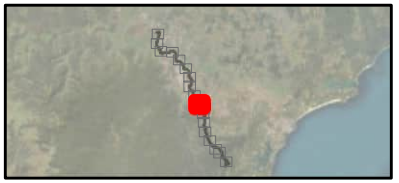
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (major)
- Laydown area
- Stringing station

LAMax Aircraft Noise

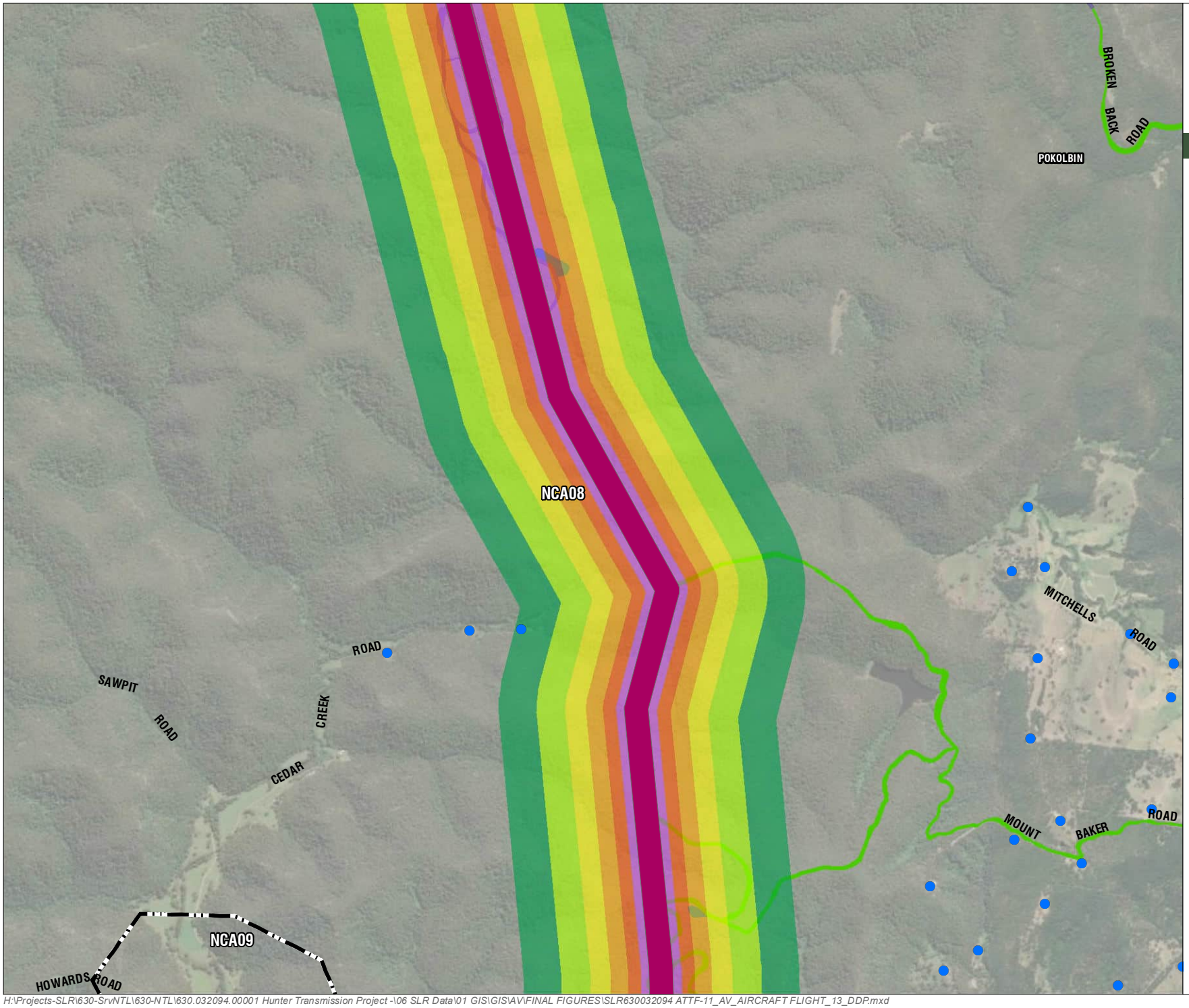
- 60 - 65 dBA
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NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

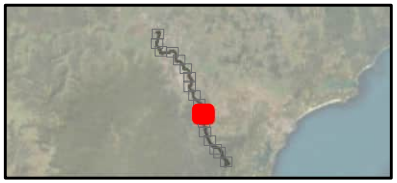
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (major)
- Laydown area

LAMax Aircraft Noise

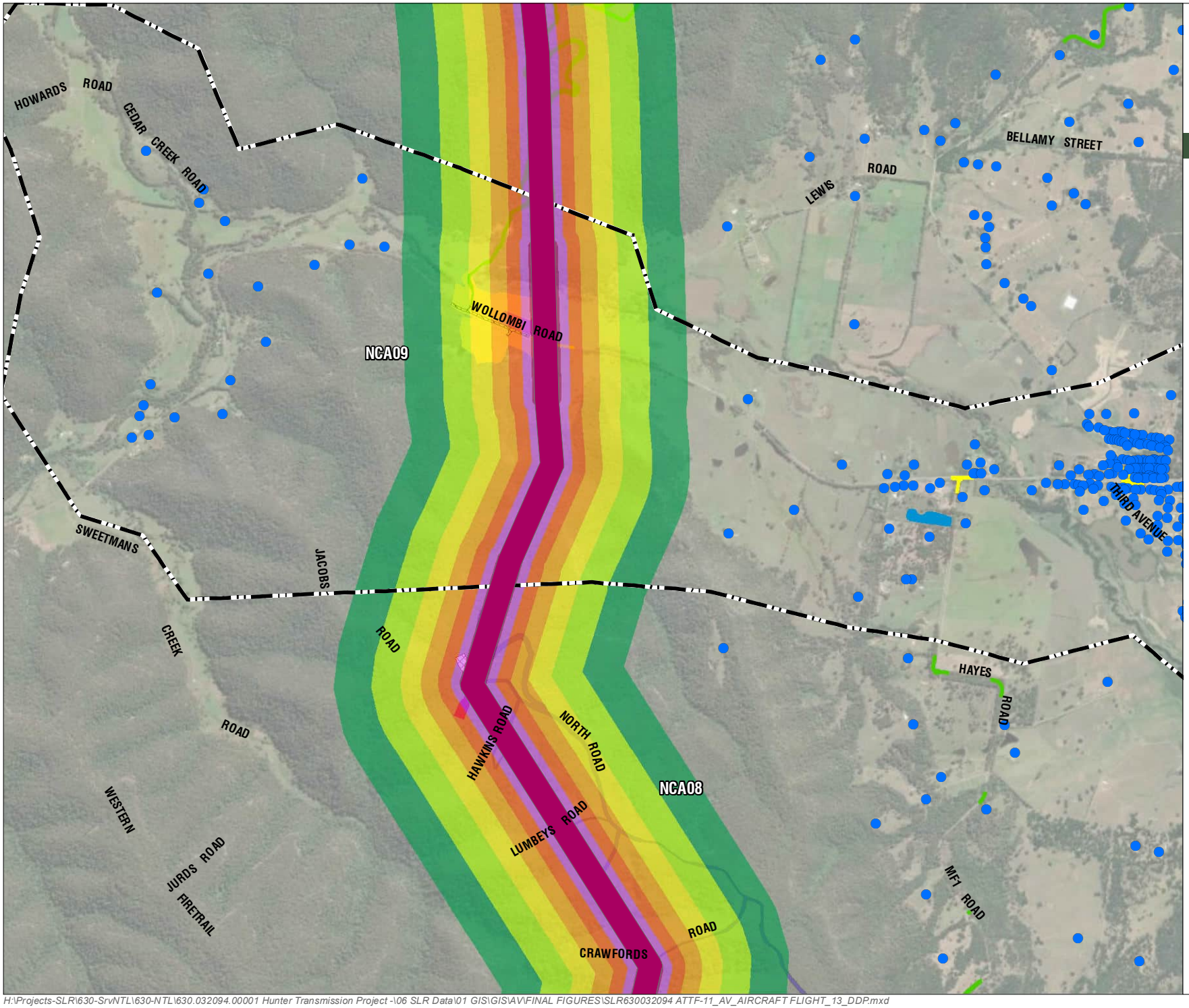
- 60 - 65 dBA
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0 250 500 m

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

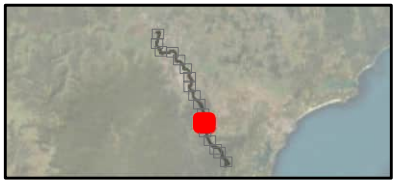
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (major)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing station
- Stringing station (out of hours)

LAMax Aircraft Noise

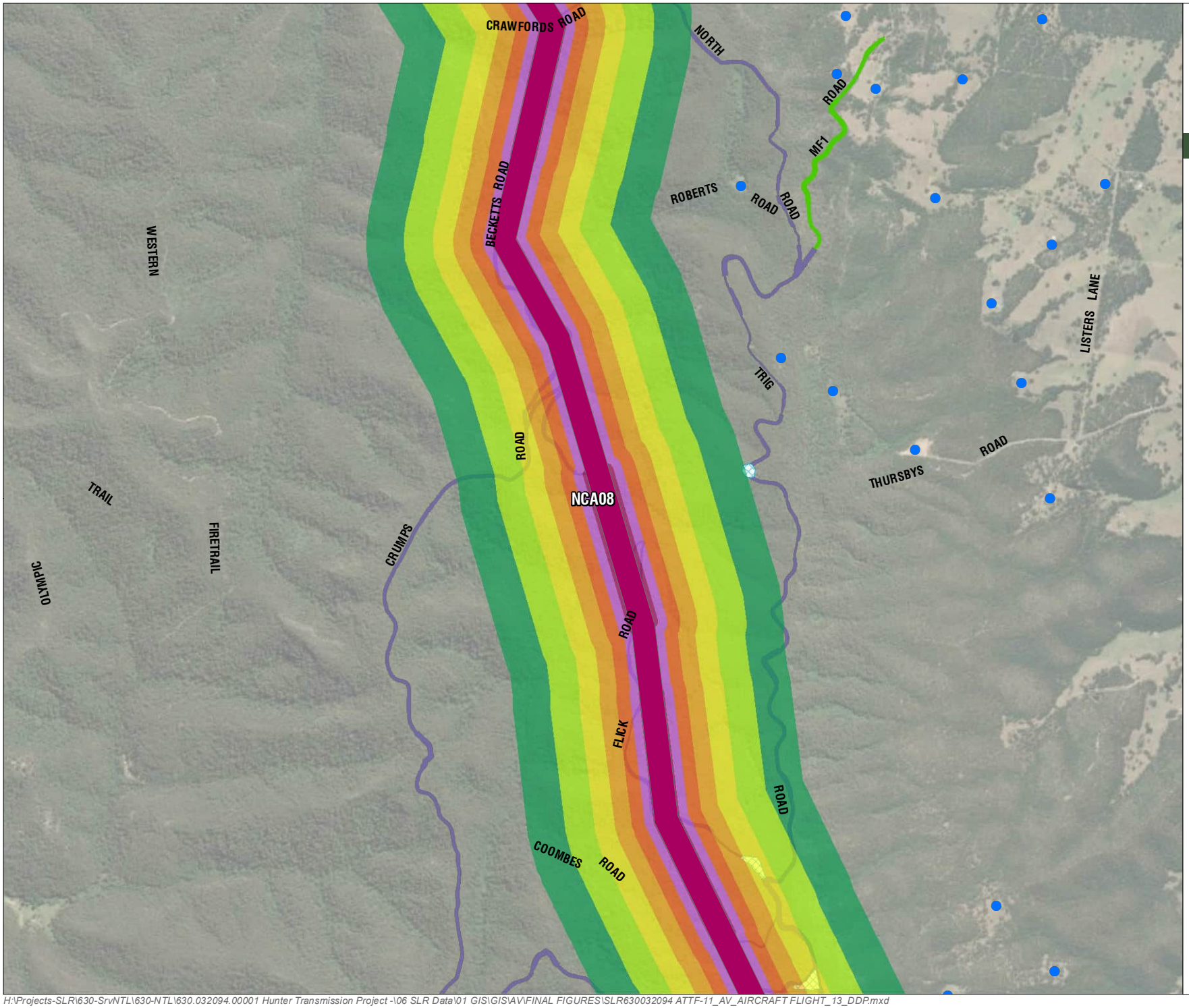
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

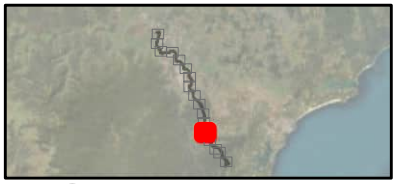
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (major)
- Laydown area
- Laydown area (crushing)
- Stringing station

LAMax Aircraft Noise

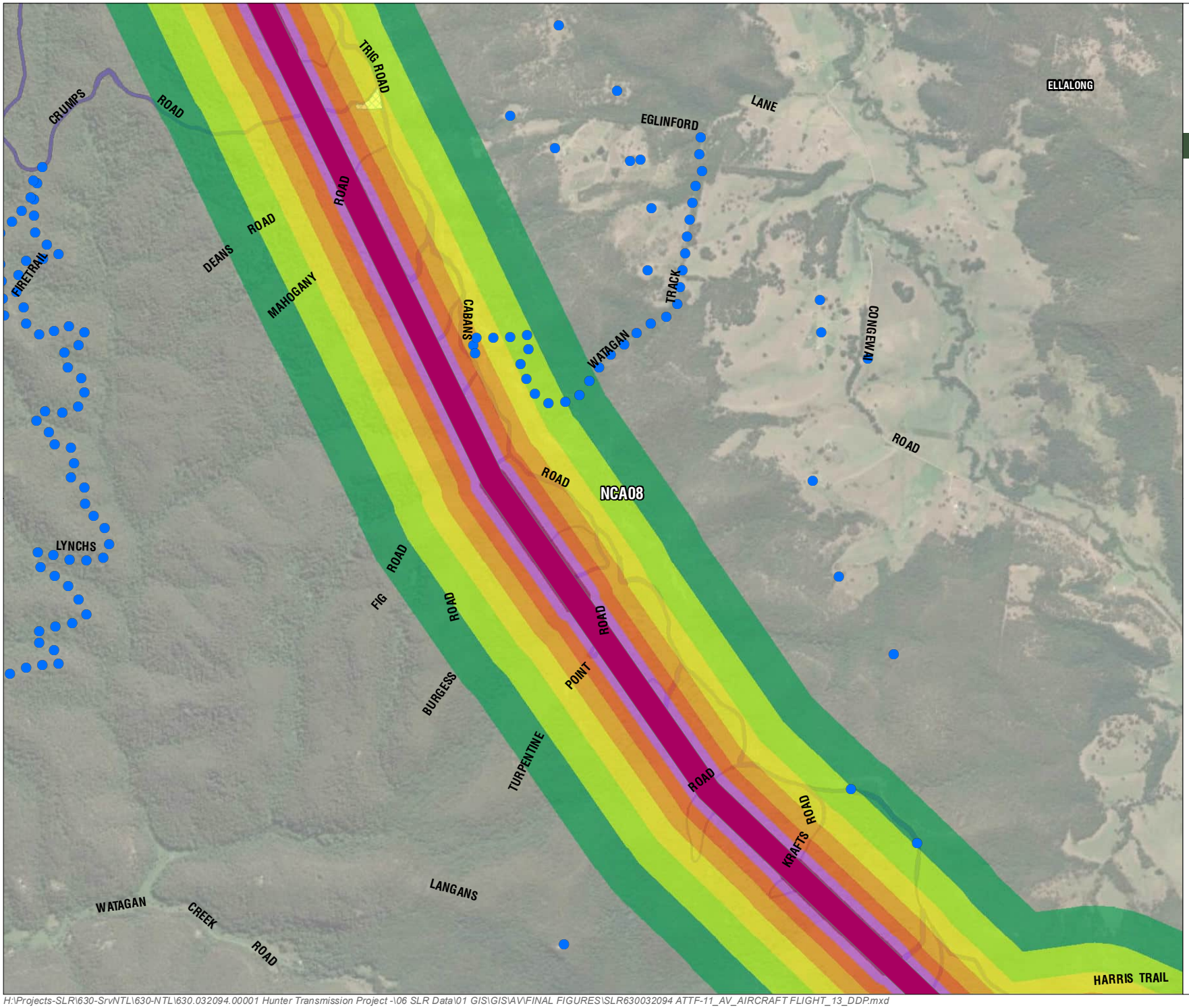
- 60 - 65 dBA
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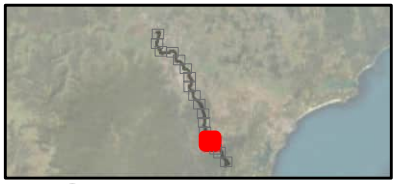
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Laydown area
- Laydown area (crushing)
- Stringing station

LAMax Aircraft Noise

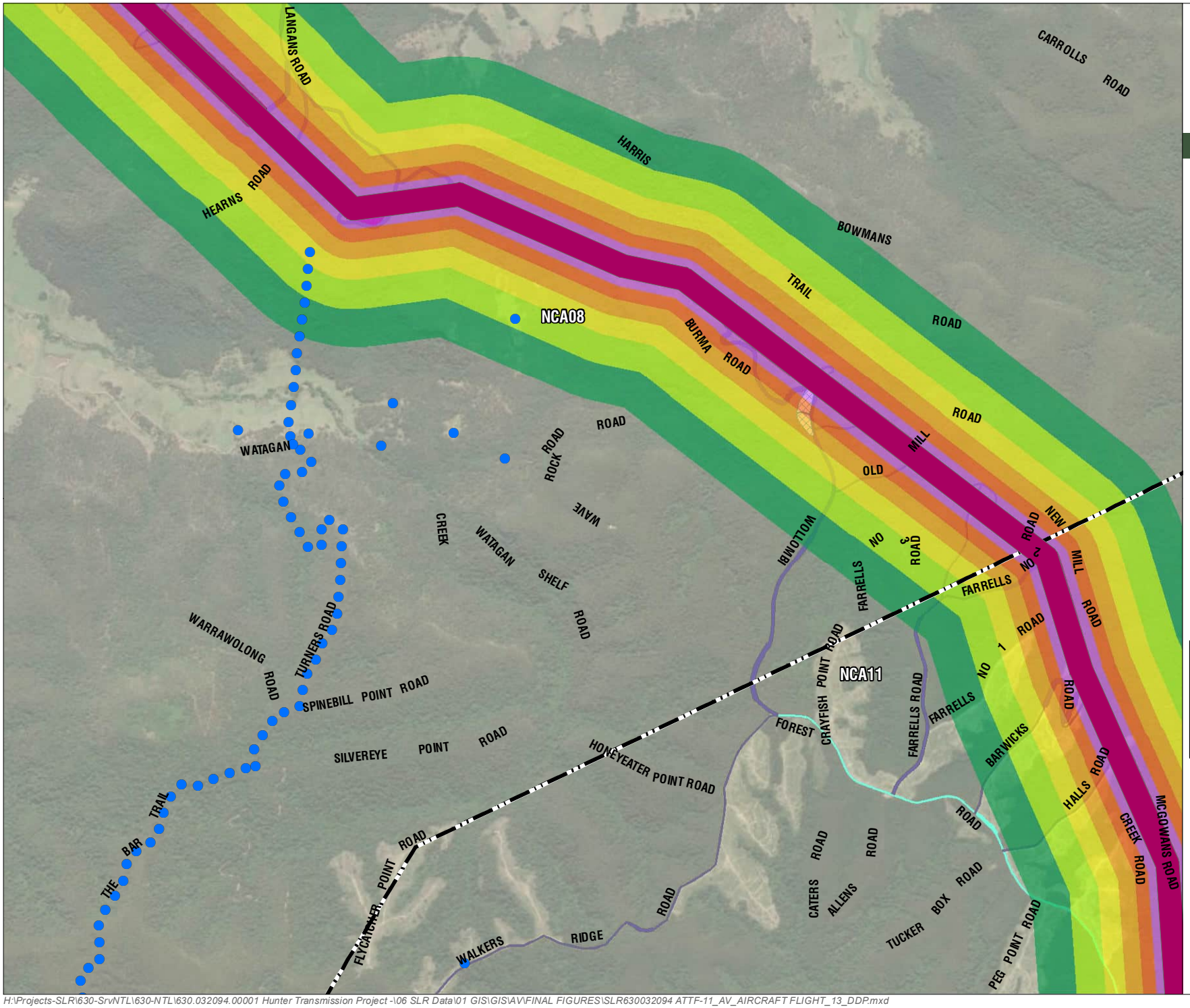
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NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (minor)
- Laydown area
- Laydown area (crushing)
- Stringing station

LAMax Aircraft Noise

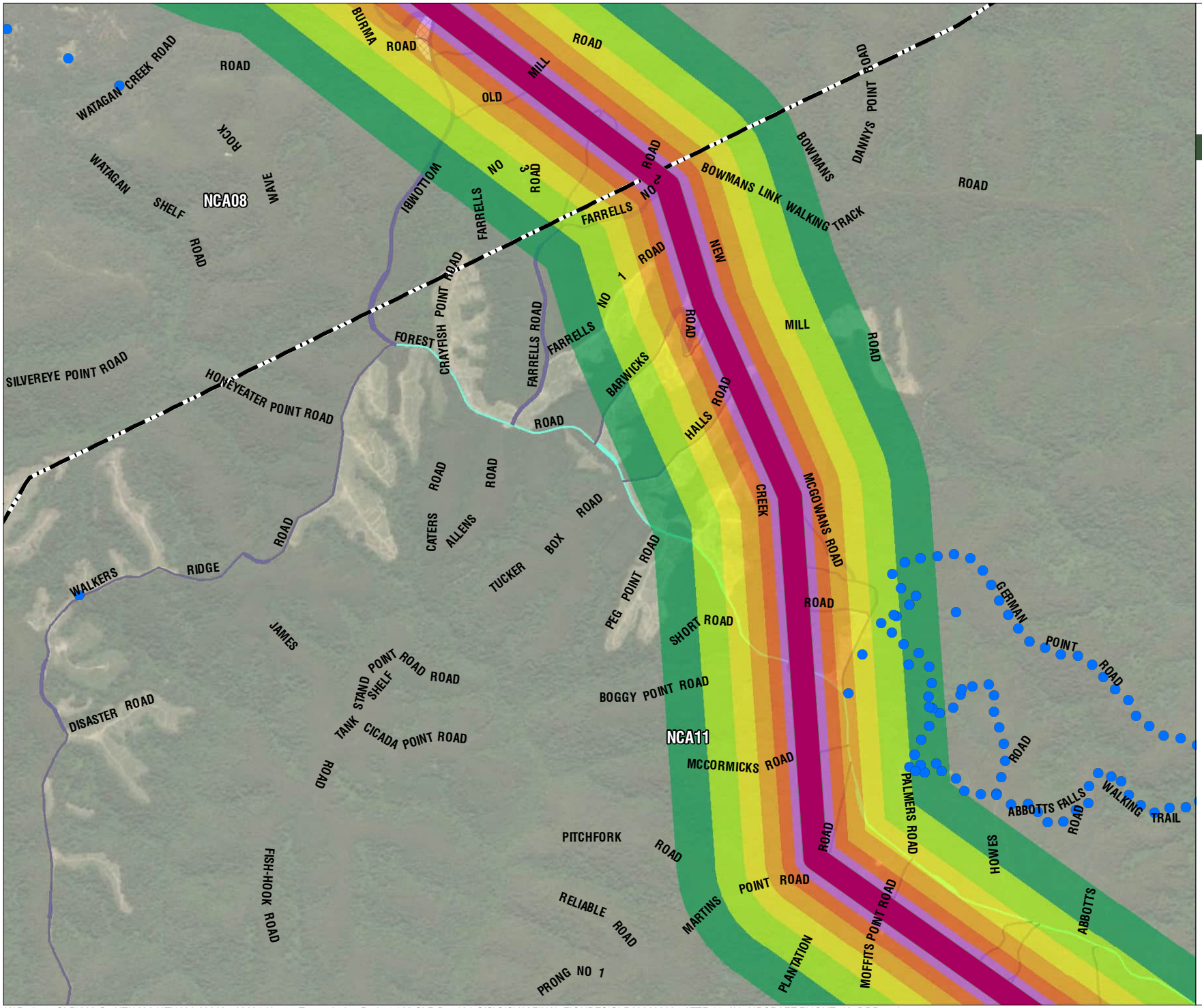
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

HELICOPTER NOISE FROM CORRIDOR WORK AT 170FT

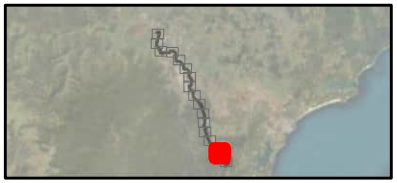
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (minor)
- Laydown area
- Laydown area (crushing)

LAMax Aircraft Noise

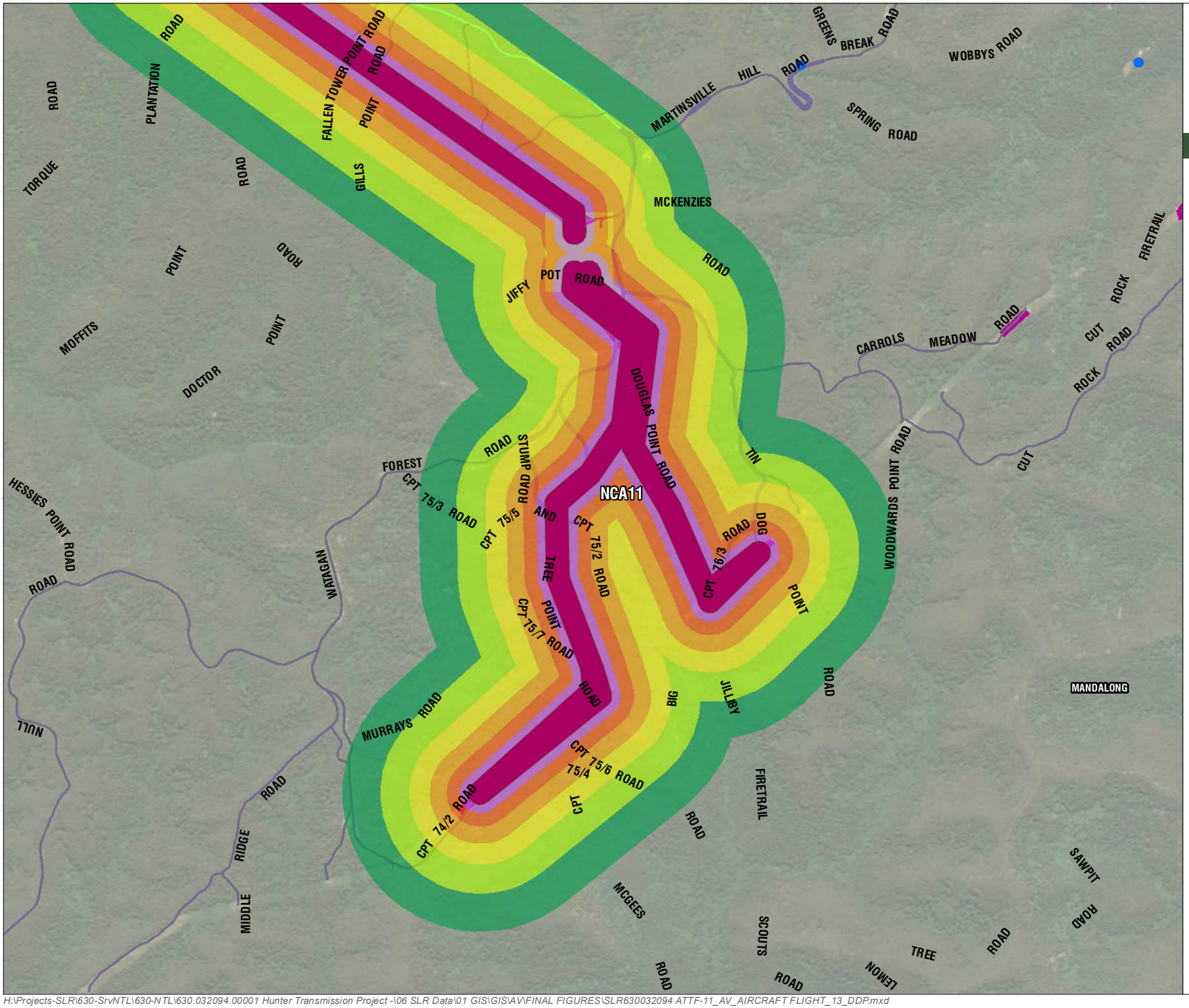
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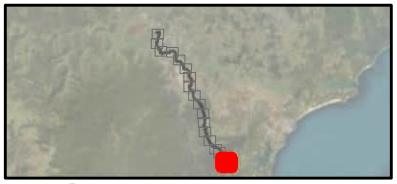
ATTACHMENT F.11

LEGEND

- Sensitive receiver
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (minor)
- Stringing station
- Switching station

LAMax Aircraft Noise

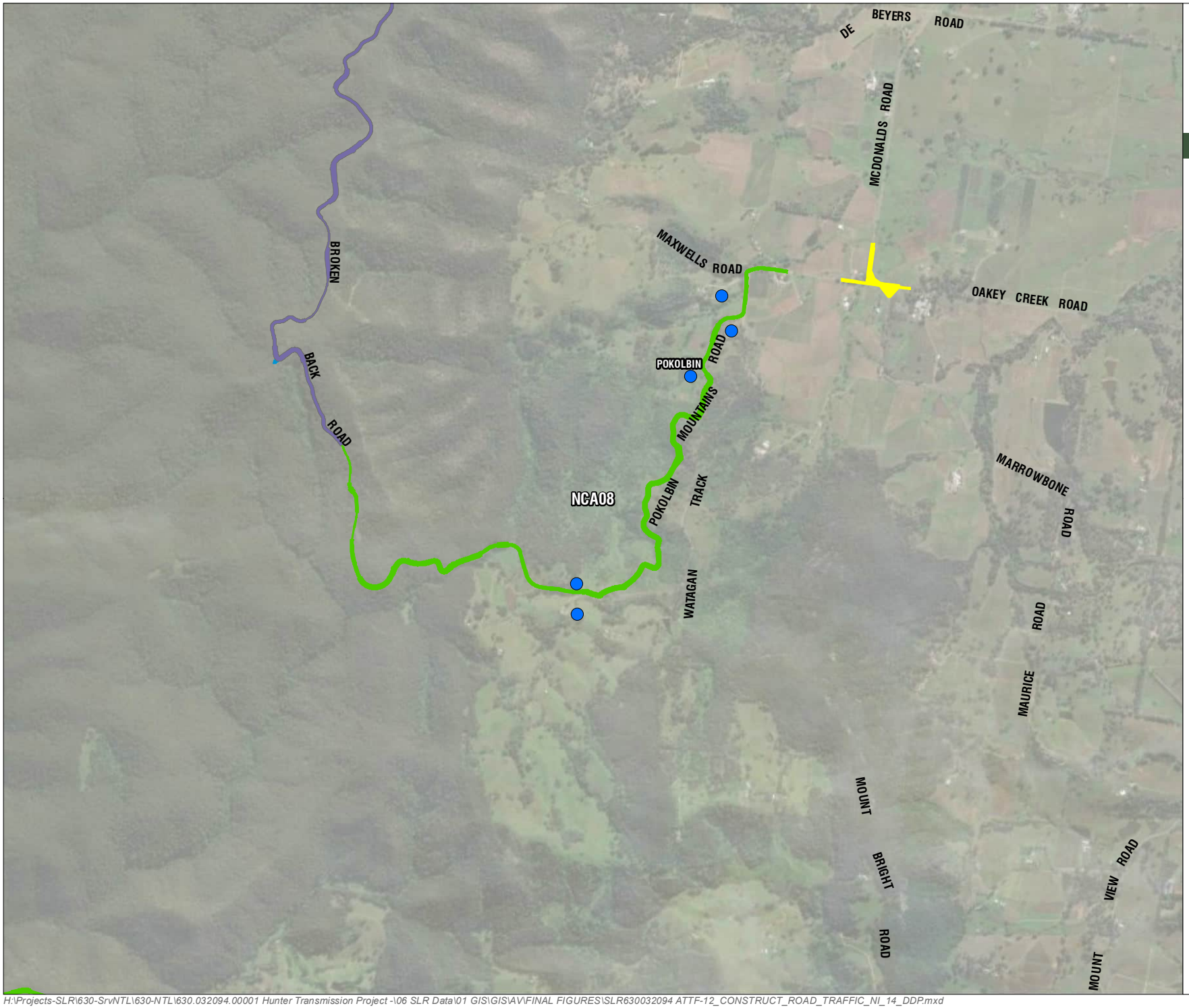
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- 85 - 90 dBA
- >90 dBA



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR

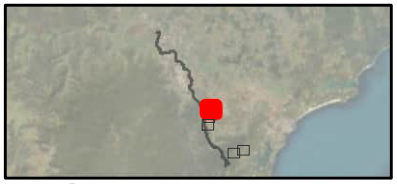


HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

CONSTRUCTION ROAD TRAFFIC NOISE IMPACTS

ATTACHMENT F.12

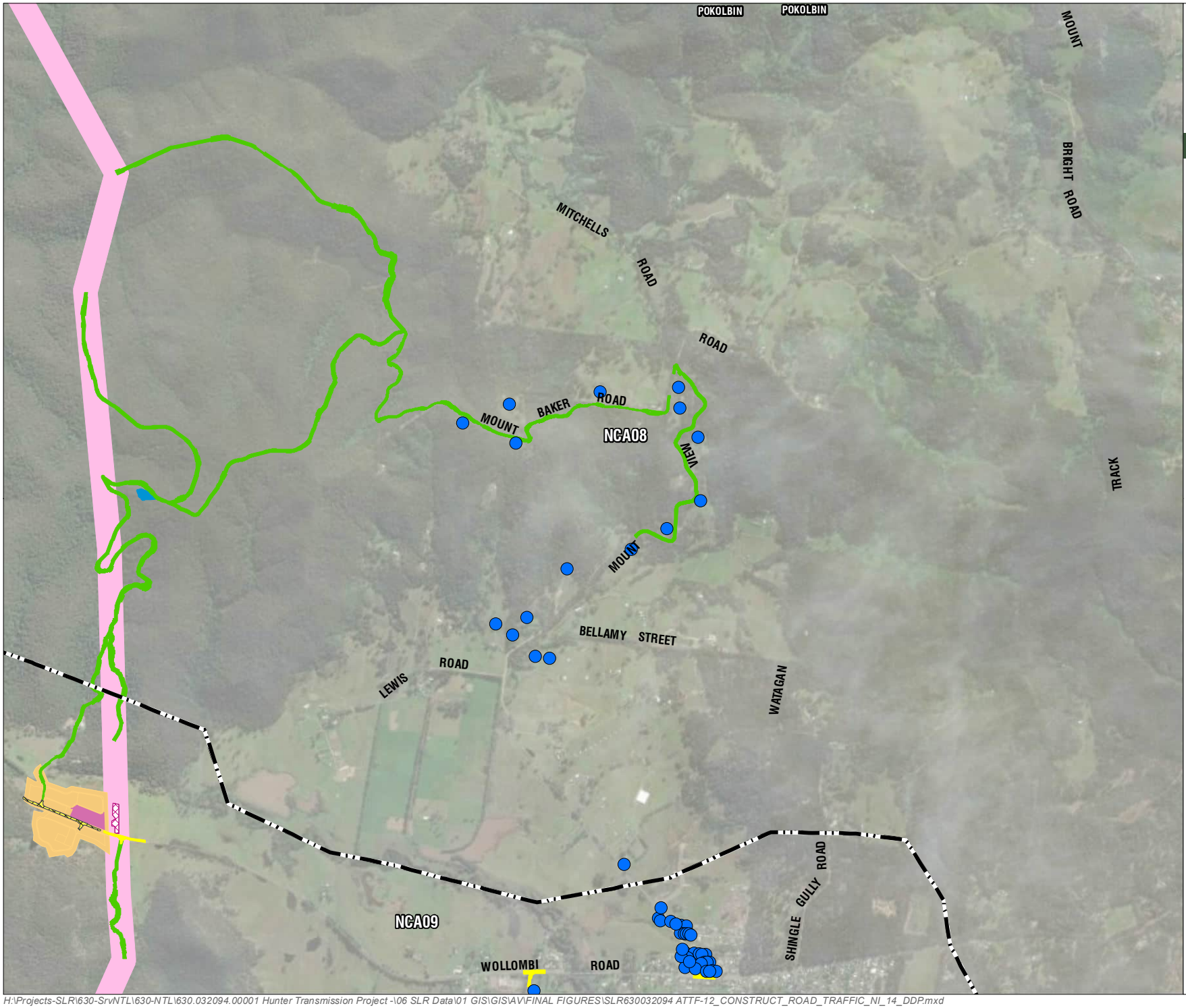
- Study
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- Intersections (typical)
- Laydown
- Potentially impacted



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



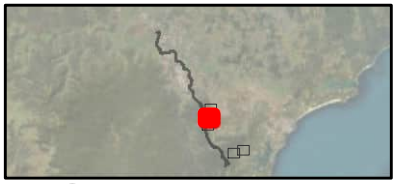
HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

CONSTRUCTION ROAD TRAFFIC NOISE IMPACTS

ATTACHMENT F.12

LEGEND

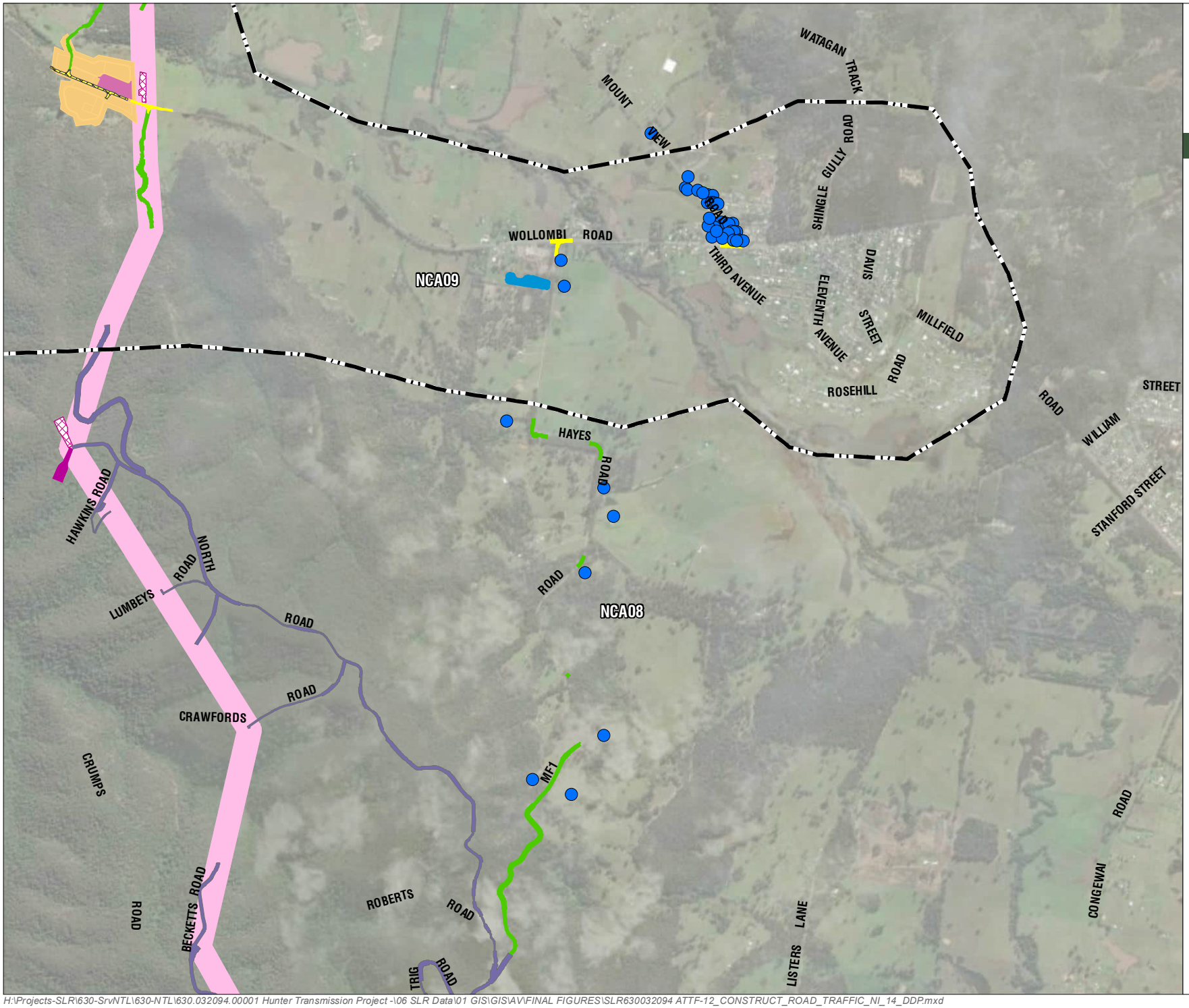
- Study area
- NCA boundary
- HTP Easement
- Access tracks (major)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing site
- Stringing site (out of hours)
- Potentially impacted receivers



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

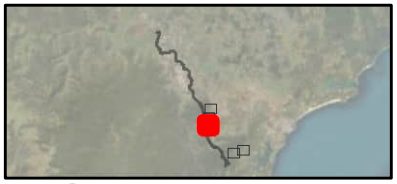


HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

CONSTRUCTION ROAD TRAFFIC NOISE IMPACTS

ATTACHMENT F.12

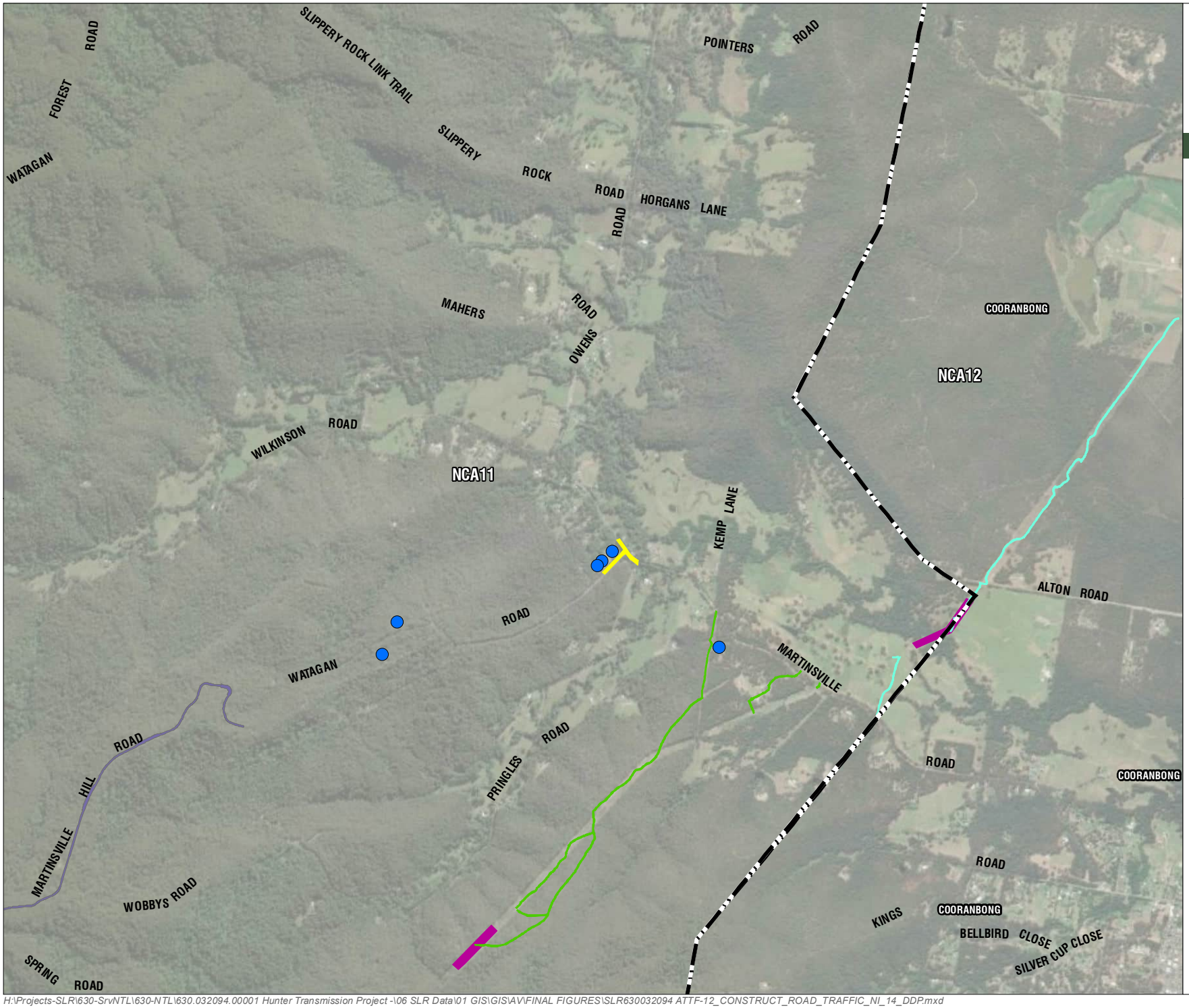
- Study
- NCA
- HTP Easement
- Access tracks (major with rock breaking)
- Access tracks (major)
- Accommodation
- Construction support
- Intersections (intensive)
- Intersections (typical)
- Laydown
- Stringing
- Stringing site (out of hours)
- Potentially impacted



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

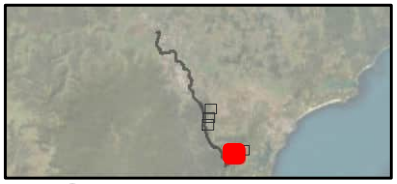


HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

CONSTRUCTION ROAD TRAFFIC NOISE IMPACTS

ATTACHMENT F.12

- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- Access tracks (minor)
- Intersections (typical)
- Stringing site
- Potentially impacted

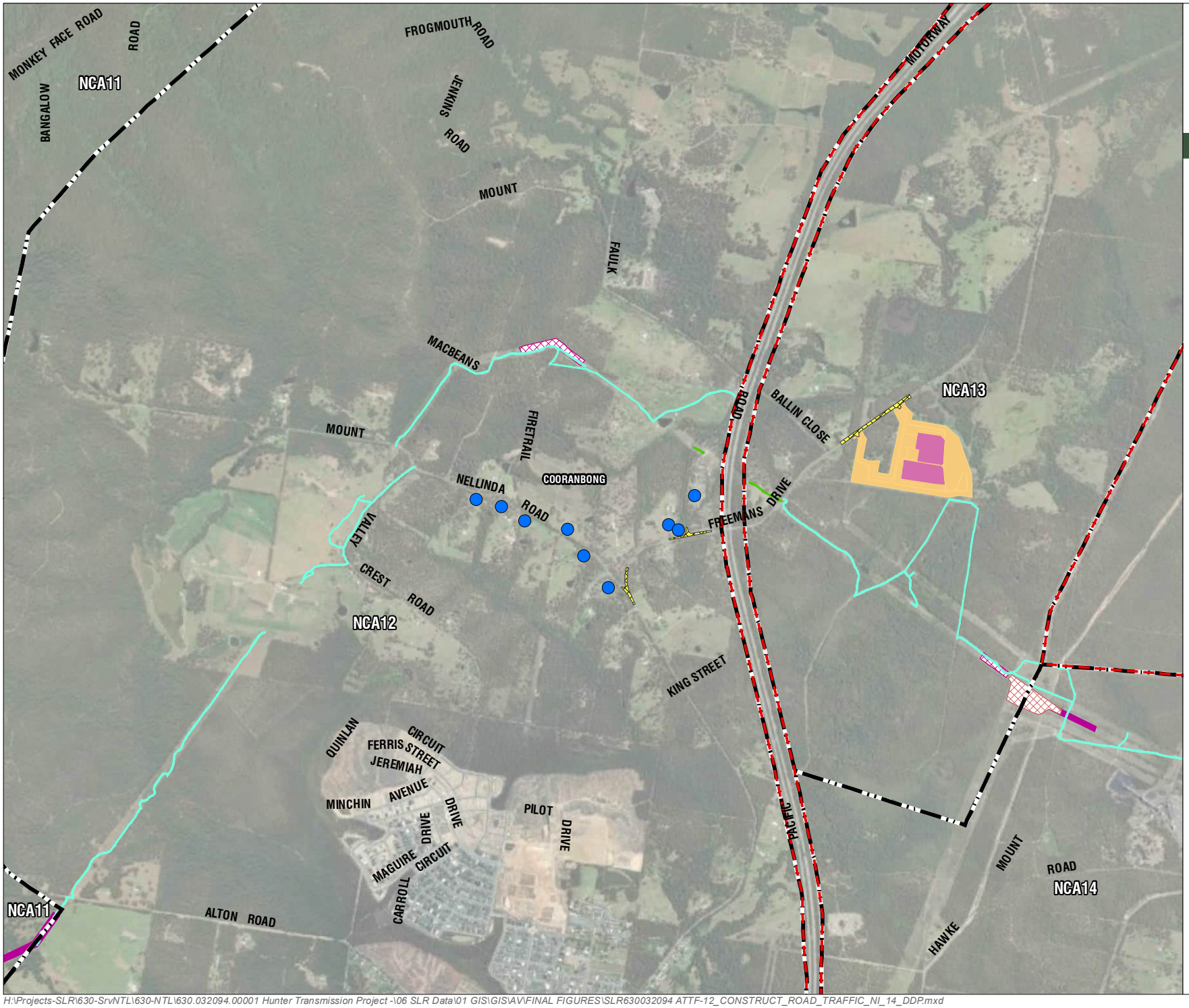


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

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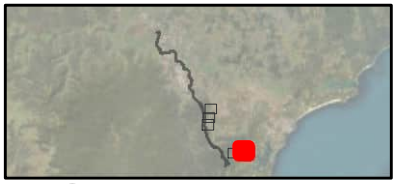


HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

CONSTRUCTION ROAD TRAFFIC NOISE IMPACTS

ATTACHMENT F.12

- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing site
- Stringing site (out of hours)
- Substation site (underground)
- Potentially impacted

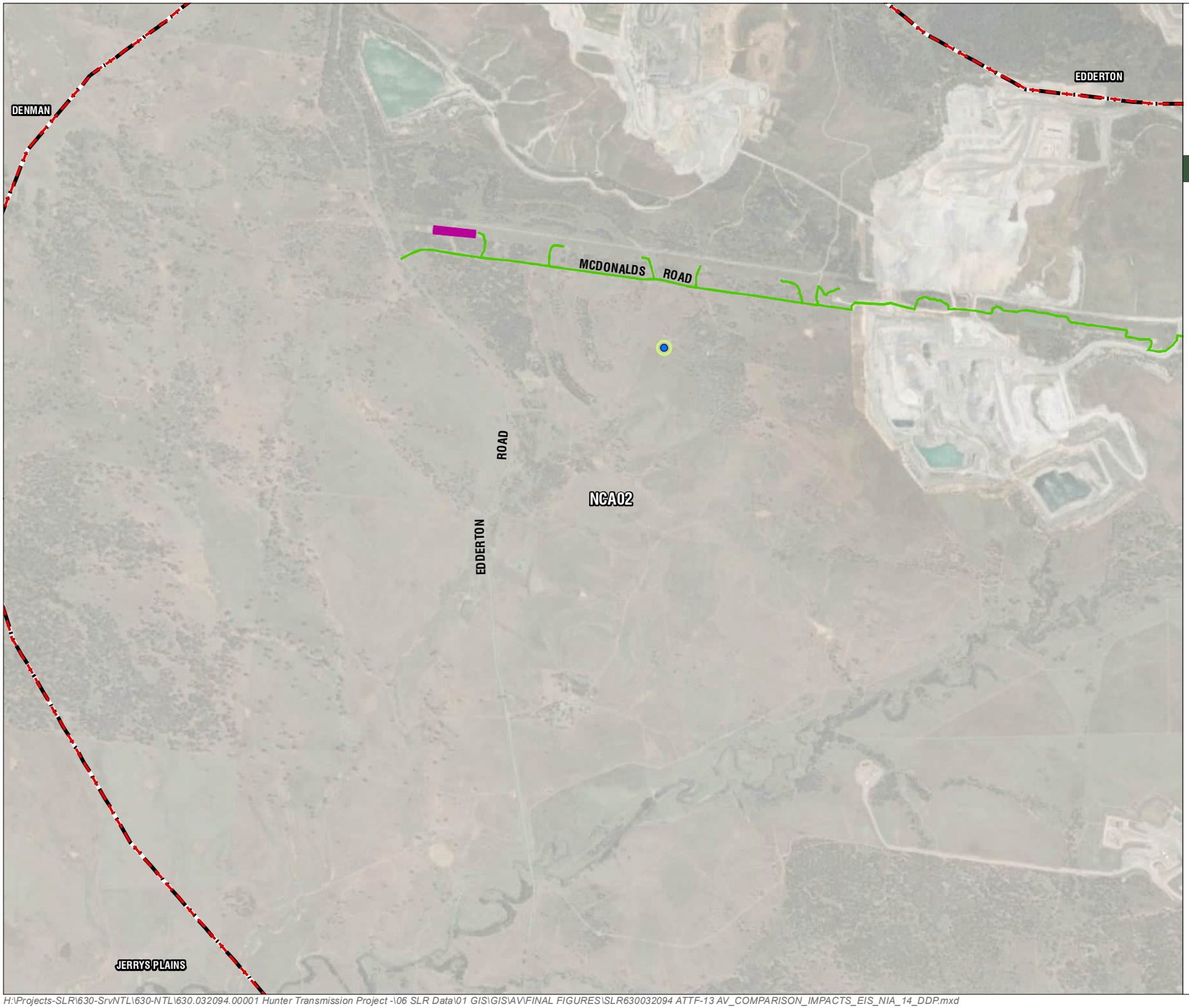


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

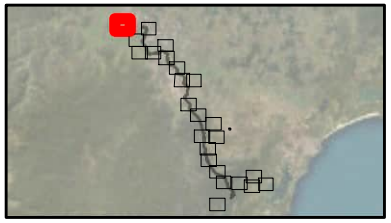
- Study area
- NCA boundary
- Access tracks (major)
- Stringing site

Impact Changes

- Impacted in the EIS NIA

Sensitive Receivers

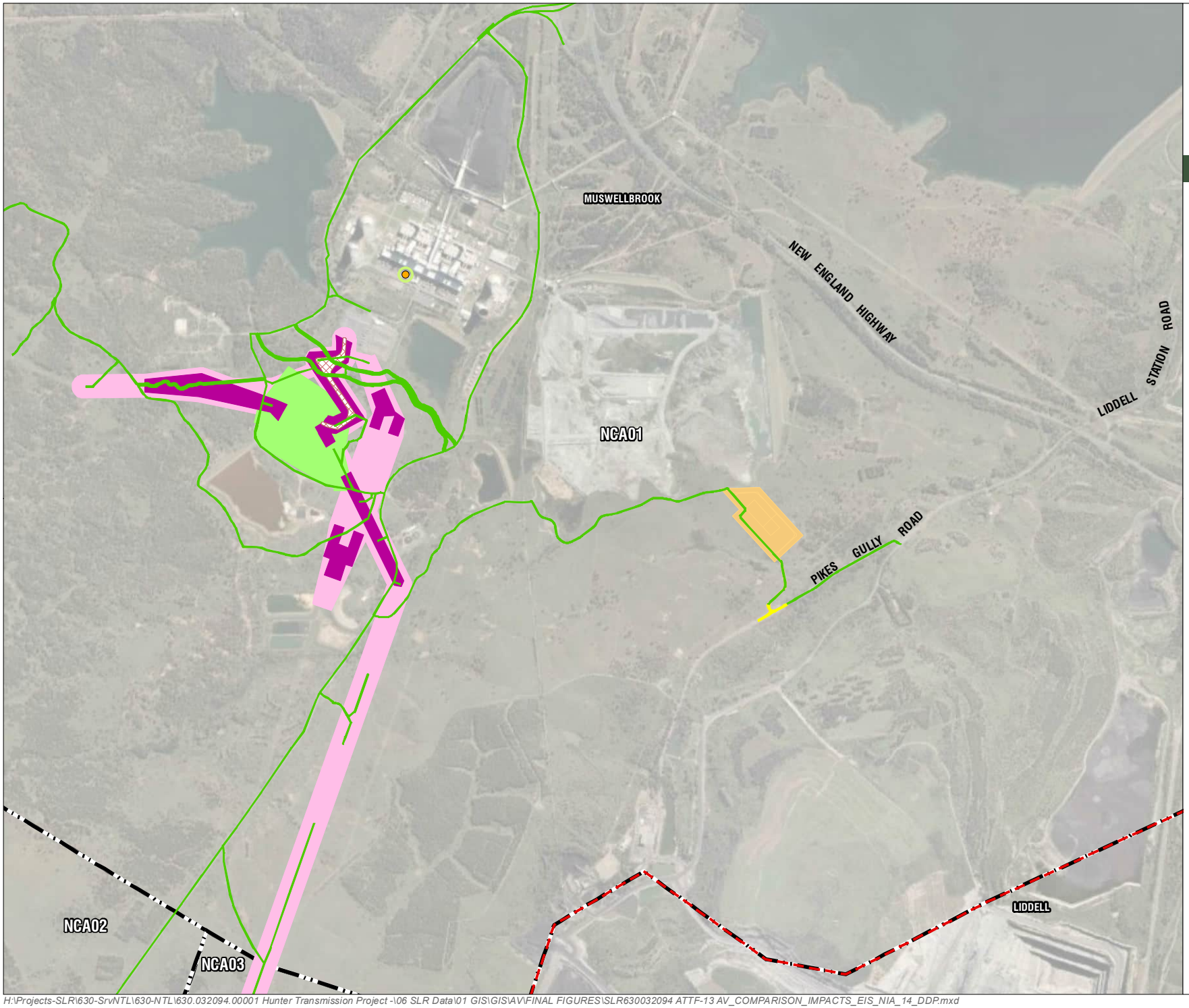
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

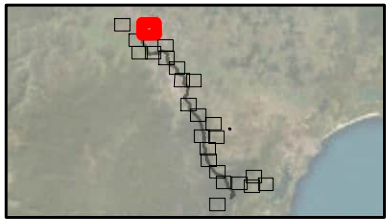
- Study area
- NCA boundary
- Access tracks (major)
- Construction support site
- HTP Easement
- Intersections (typical)
- Stringing site
- Substation site (underground)
- Switching station

Impact Changes

- Impacted in the EIS NIA

Sensitive Receivers

- Industrial

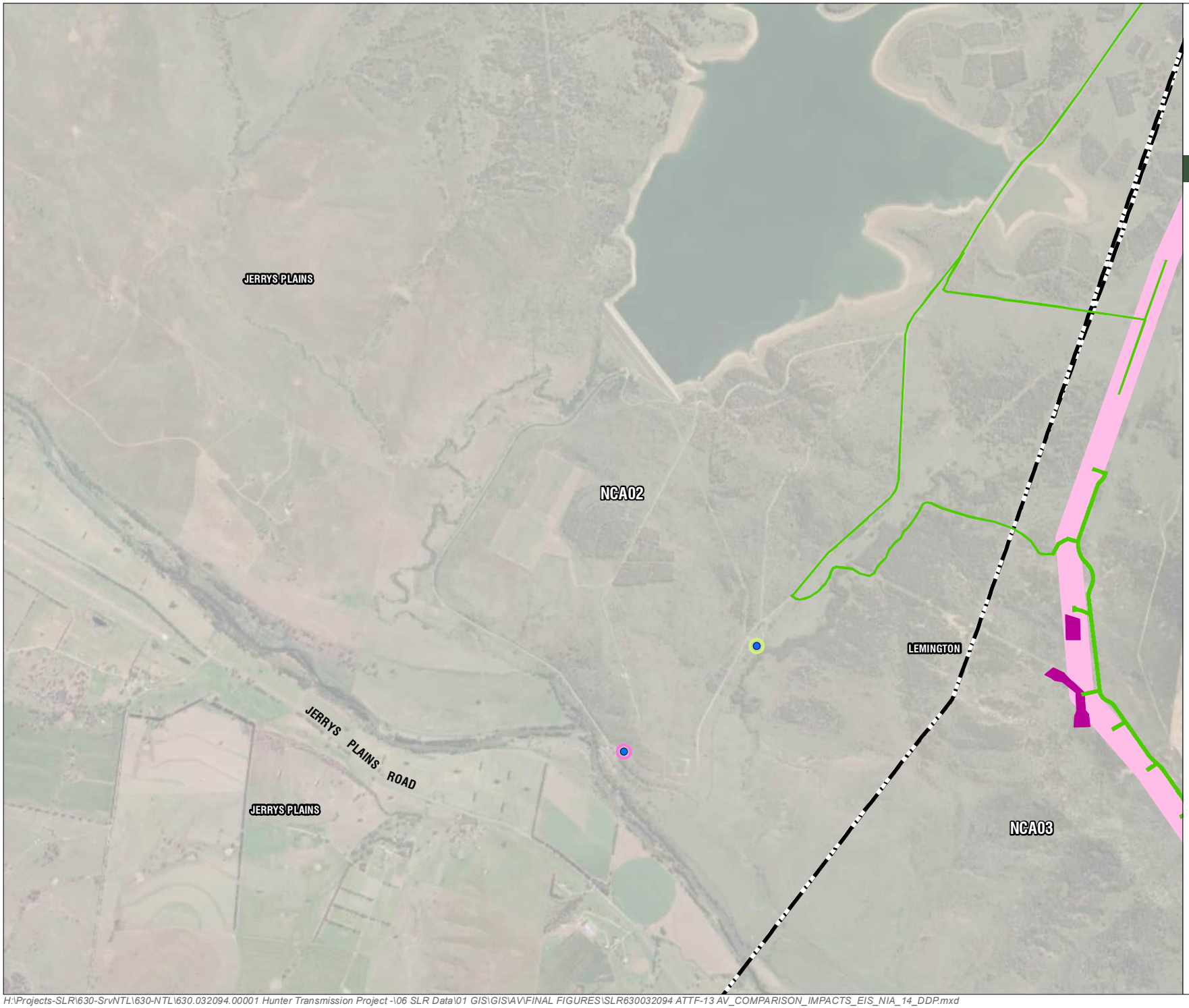


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR

H:\Projects-SLR\630-SrvNTL\630-NTL\630.032094.00001 Hunter Transmission Project -\06 SLR Data\01 GIS\GIS\AV\FINAL FIGURES\SLR630032094 ATTF-13 AV_COMPARISON_IMPACTS_EIS_NIA_14_DDP.mxd



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

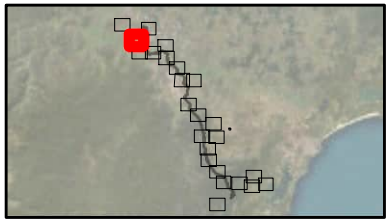
- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Stringing site

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

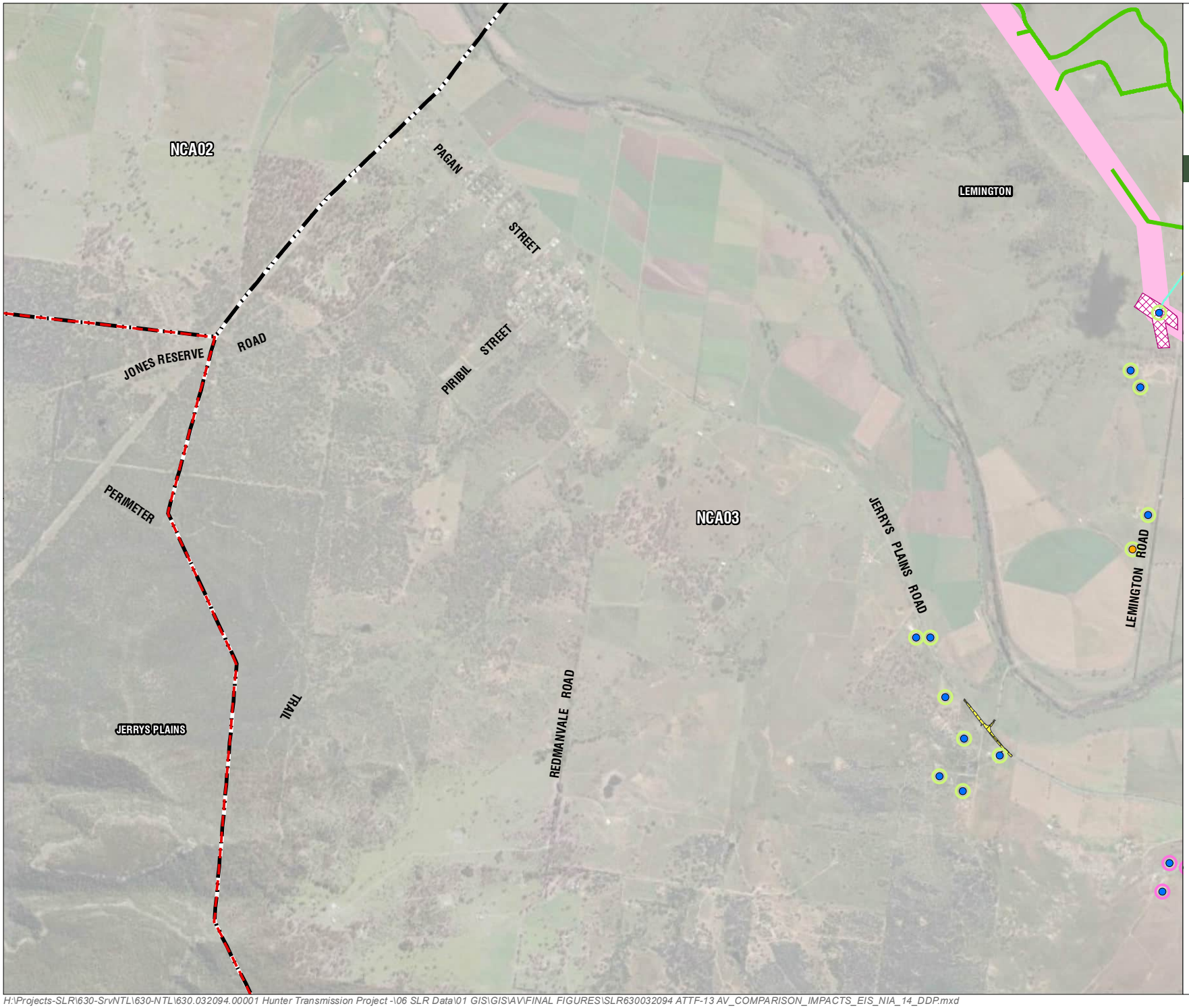
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

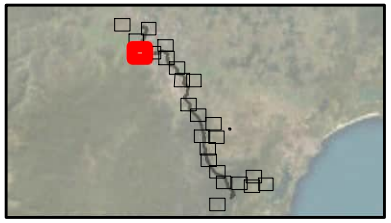
- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (intensive)
- Stringing site
- Stringing site (out of hours)

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

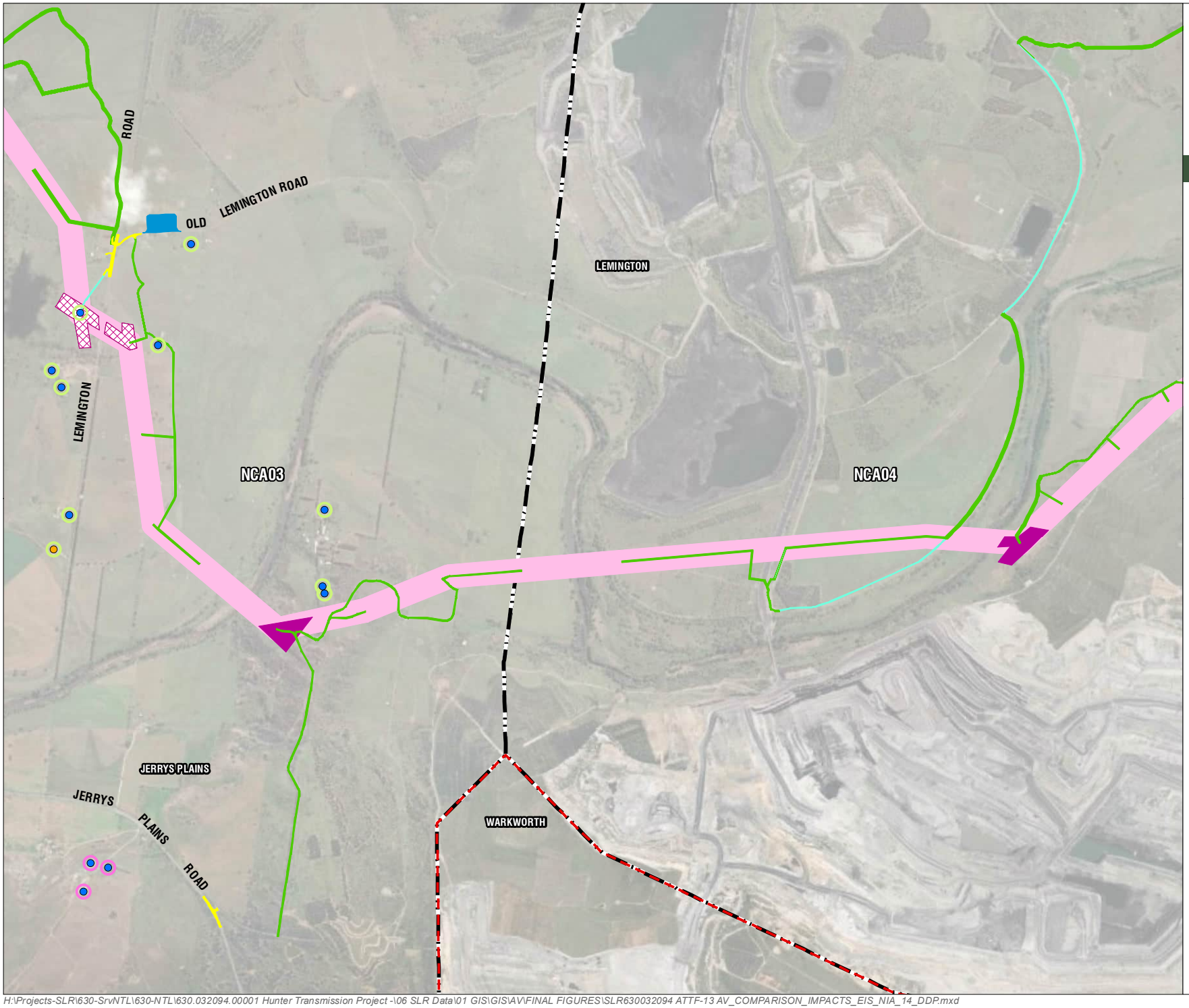
- Industrial
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

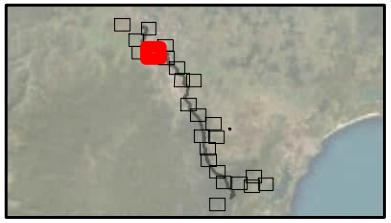
- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)
- Laydown area
- Stringing site
- Stringing site (out of hours)

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

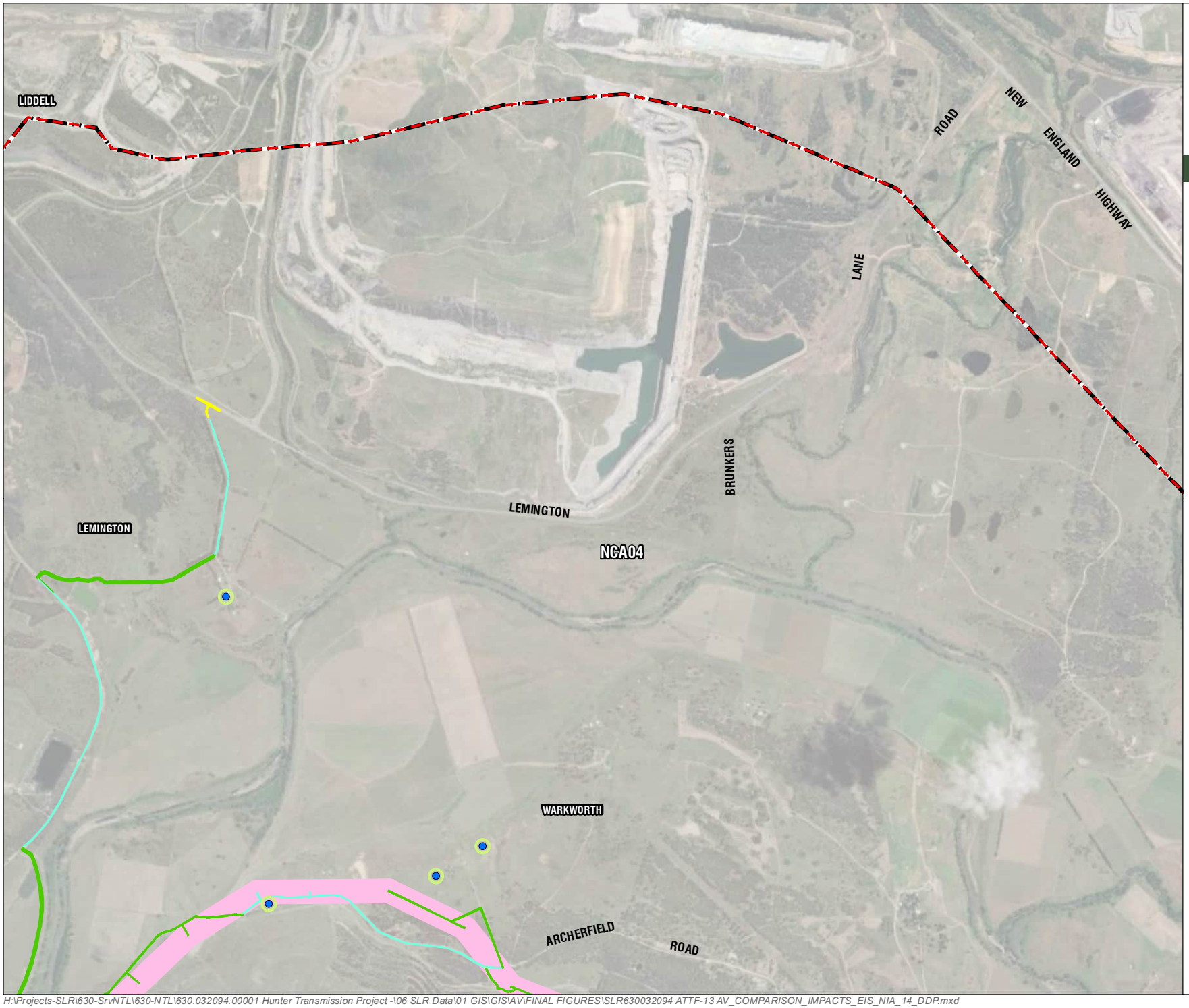
- Industrial
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

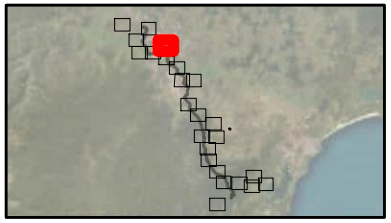
- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)

Impact Changes

- Impacted in the EIS NIA

Sensitive Receivers

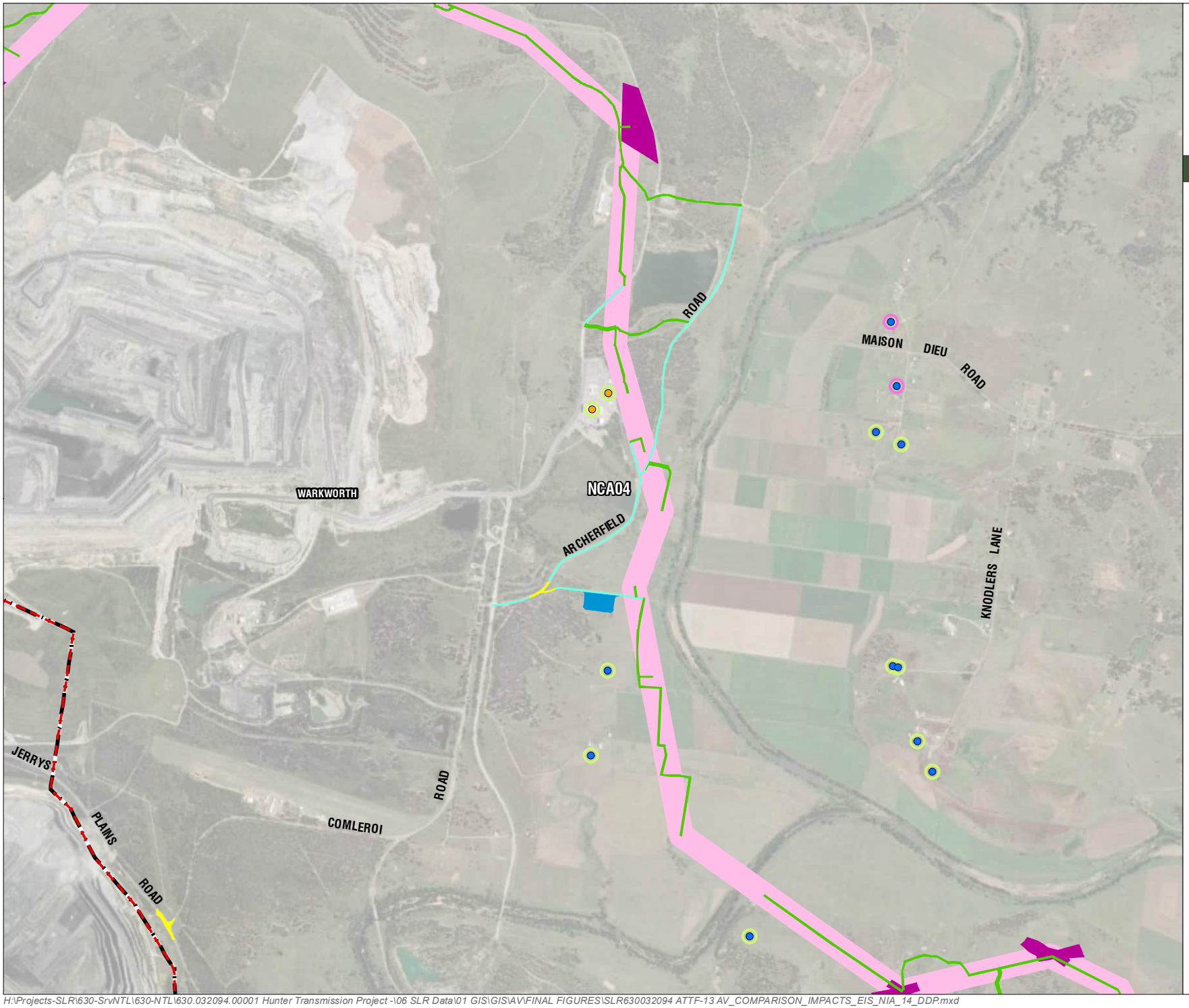
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

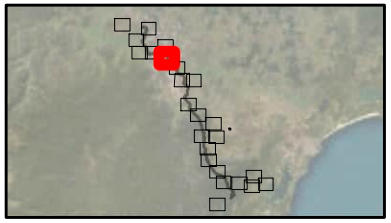
- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement
- Intersections (typical)
- Laydown area
- Stringing site

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

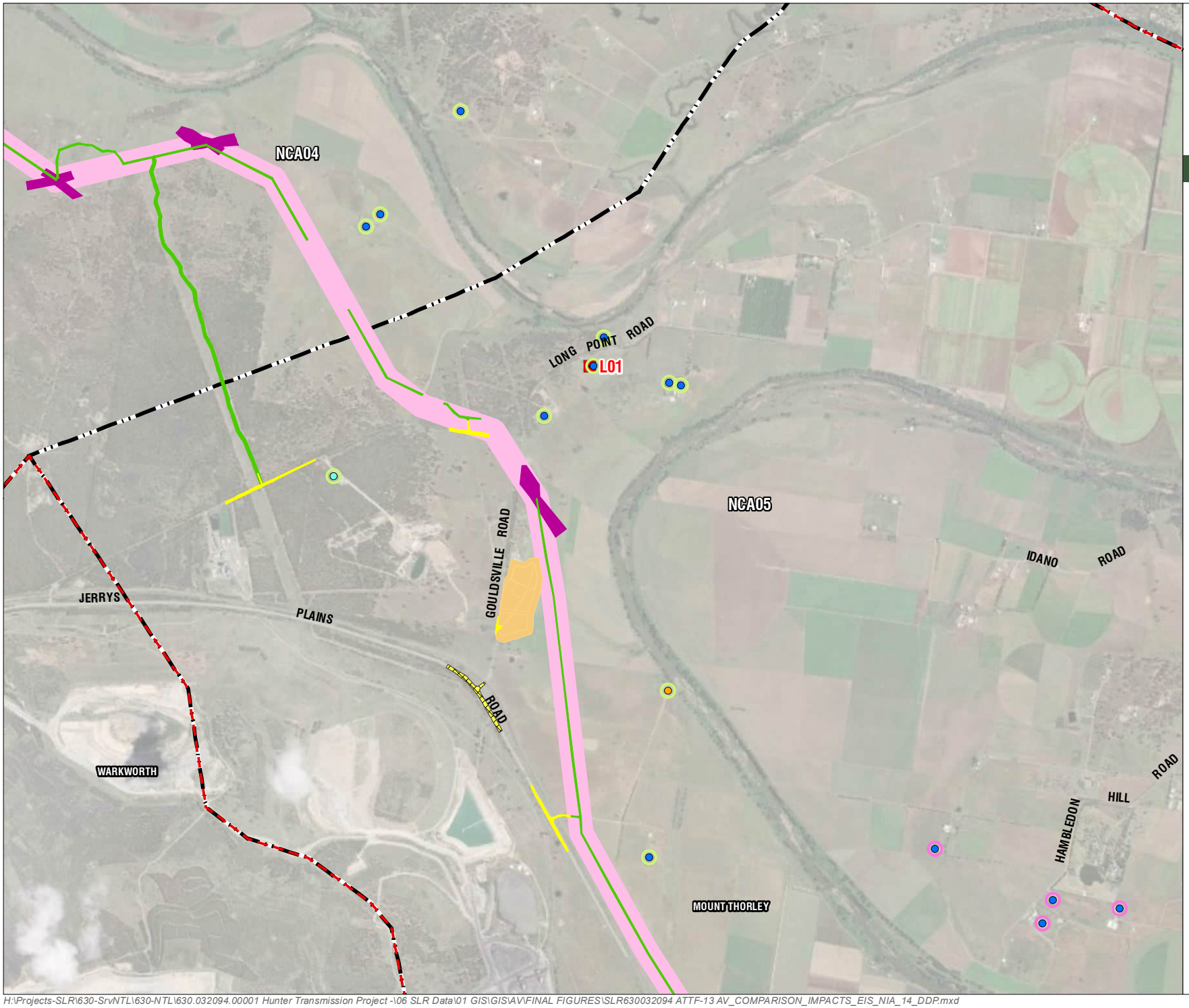
- Industrial
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

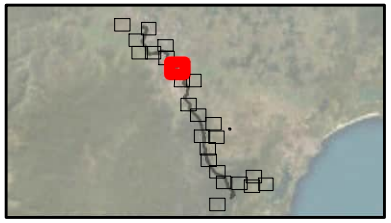
- Study area
- NCA boundary
- Access tracks (major)
- Construction support site
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing site
- Noise monitoring location

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

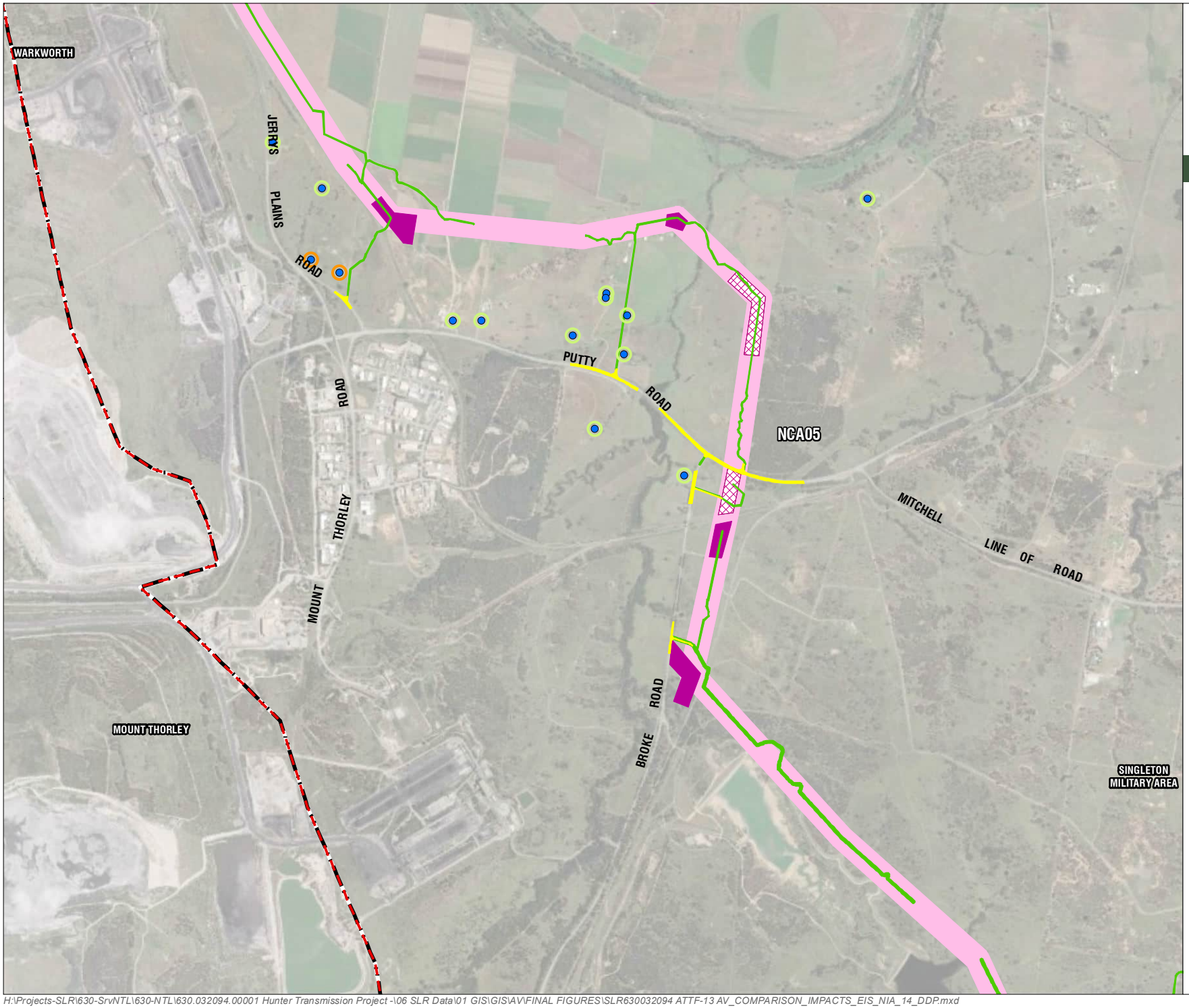
- Commercial
- Industrial
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

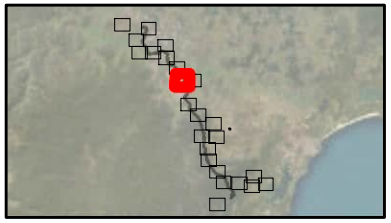
- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Stringing site
- Stringing site (out of hours)

Impact Changes

- Newly impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

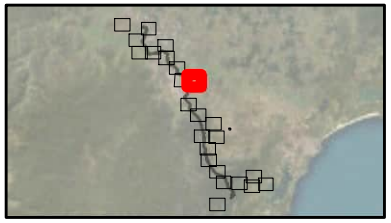
- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- HTP Easement

Impact Changes

- Impacted in the EIS NIA

Sensitive Receivers

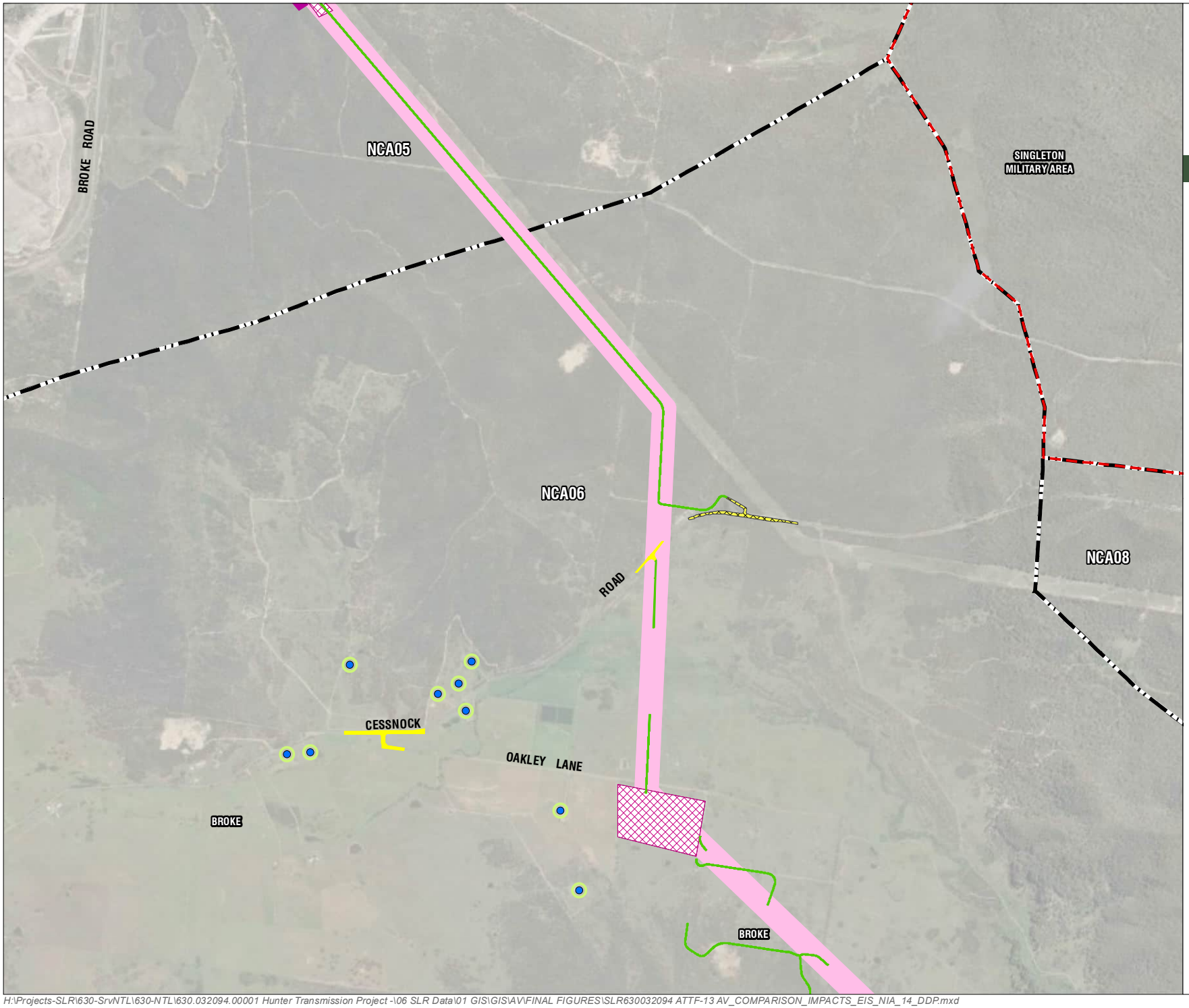
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

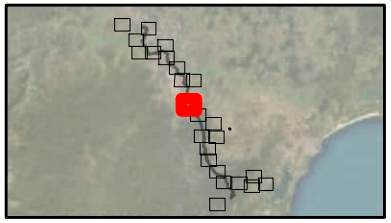
- Study area
- NCA boundary
- Access tracks (major)
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Stringing site
- Stringing site (out of hours)

Impact Changes

- Impacted in the EIS NIA

Sensitive Receivers

- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

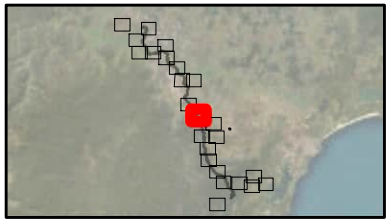
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- HTP Easement
- Laydown area

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Industrial
- Residential

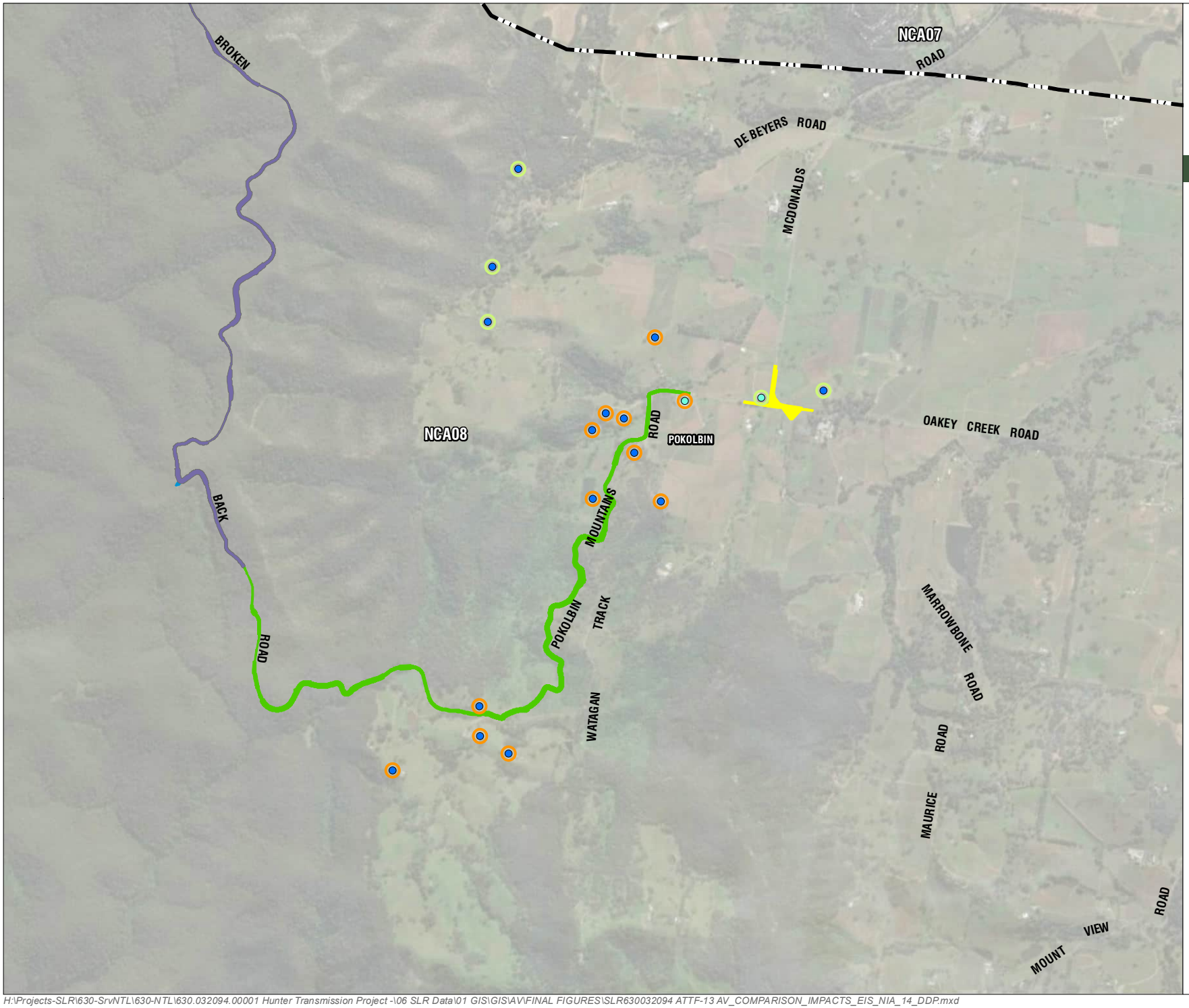


N

0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

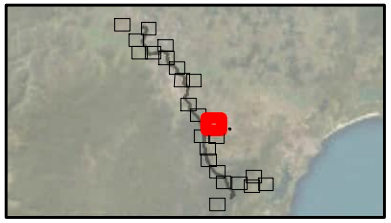
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- Intersections (typical)
- Laydown area

Impact Changes

- Newly impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

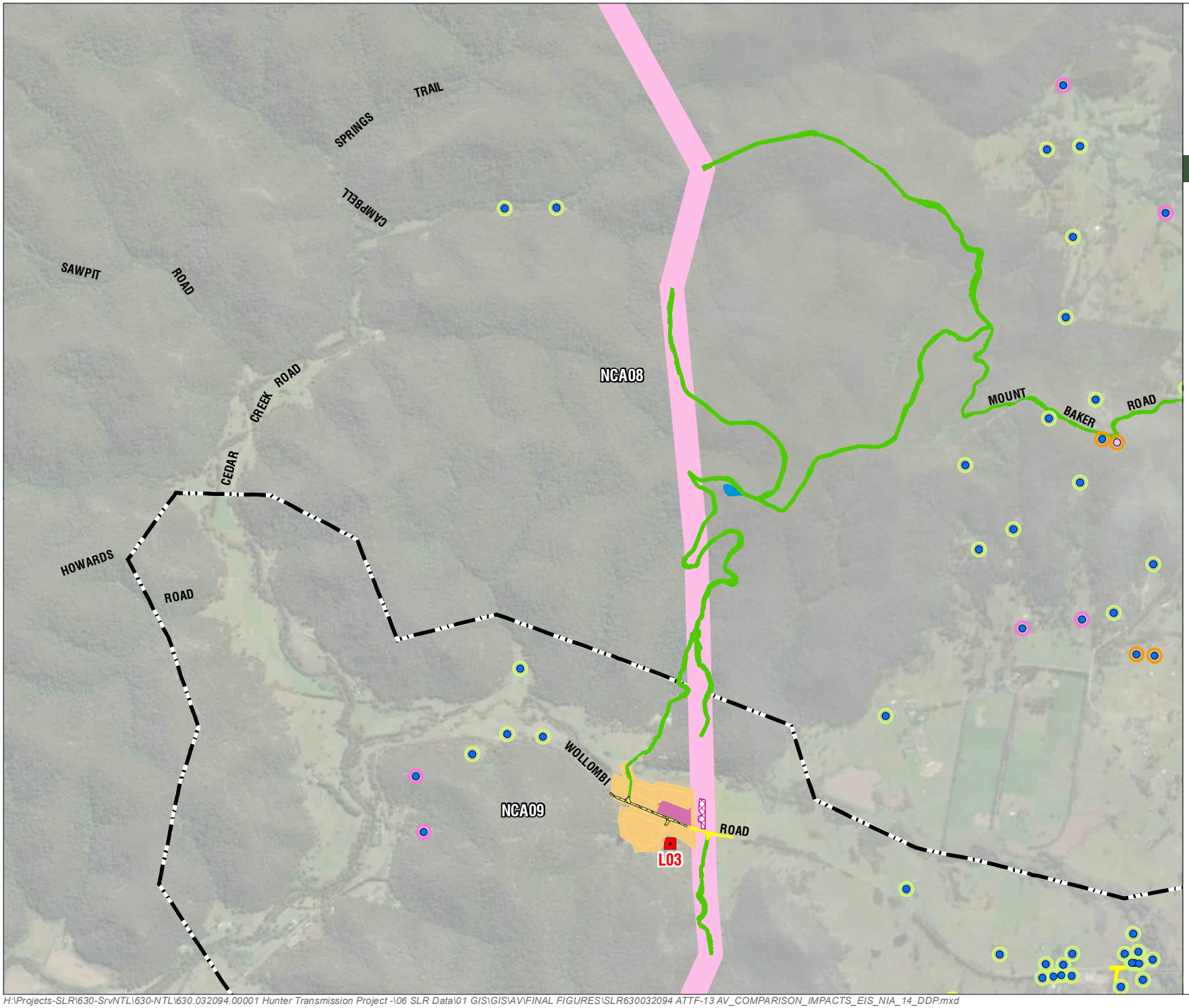
- Commercial
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

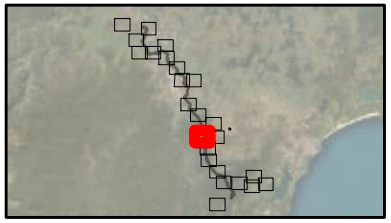
- Study area
- NCA boundary
- Access tracks (major)
- Accommodation site
- Construction support site
- HTP Easement
- Intersections (intensive)
- Intersections (typical)
- Laydown area
- Stringing site
- Stringing site (out of hours)
- Noise monitoring location

Impact Changes

- Newly impacted post the EIS NIA
- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

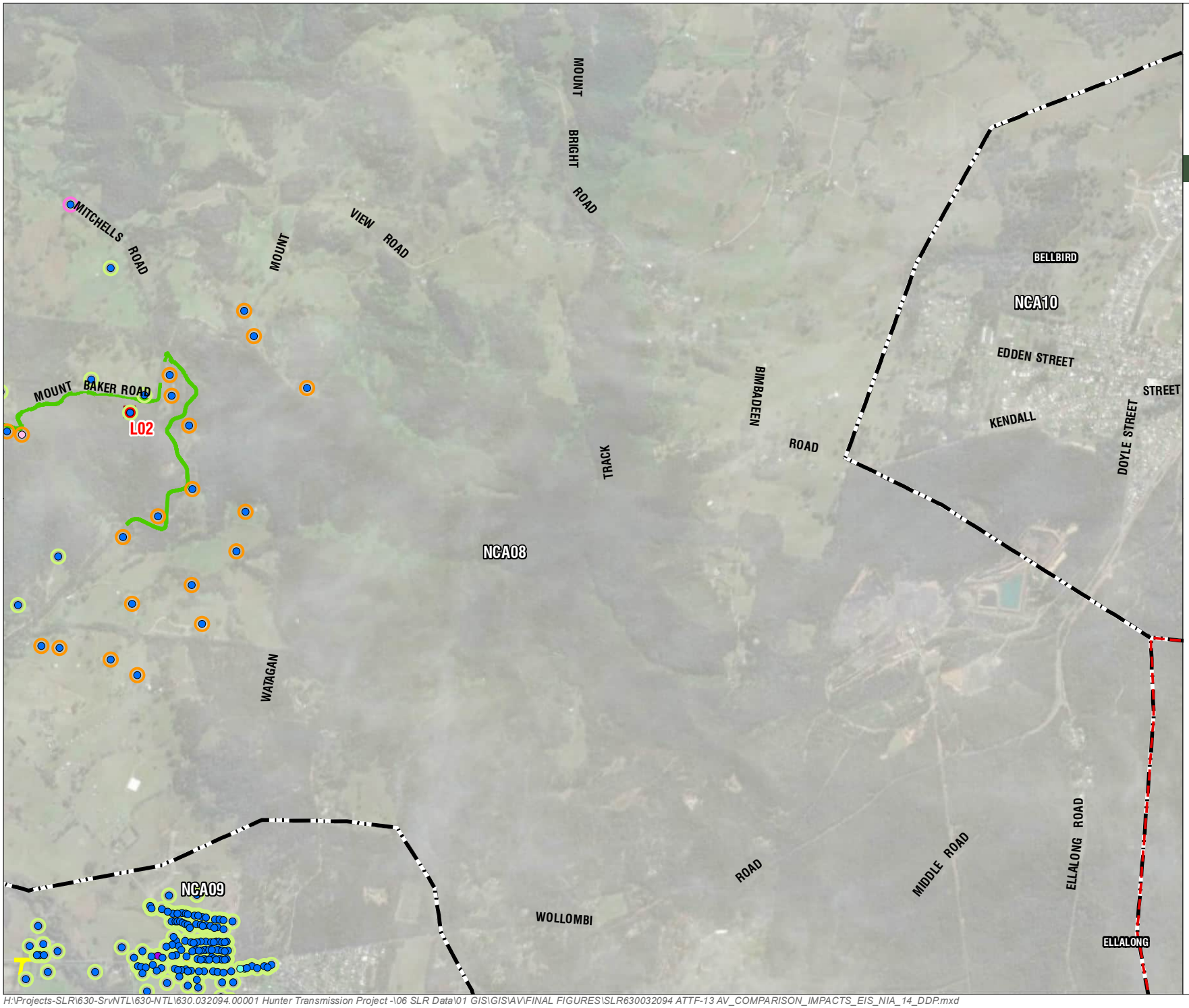
- Other (Hotel)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

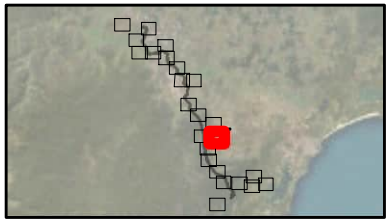
- Study area
- NCA boundary
- Access tracks (major)
- Intersections (typical)
- Noise monitoring location

Impact Changes

- Newly impacted post the EIS NIA
- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Commercial
- Other (Hotel)
- Other (Place of worship)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

Study area

NCA boundary

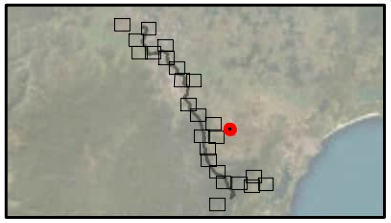
Impact Changes

No longer impacted post the EIS NIA

Sensitive Receivers

Commercial

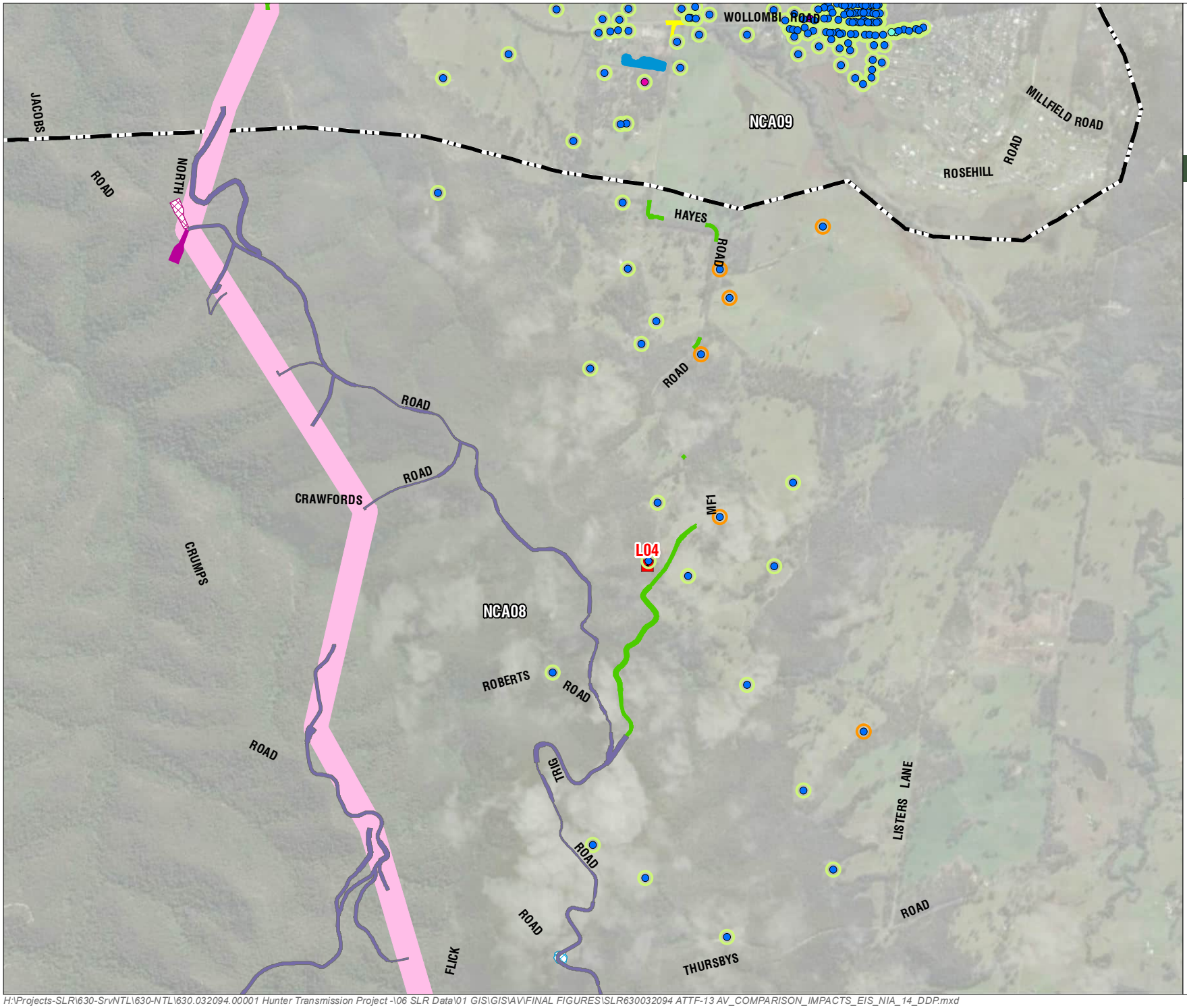
Residential



0 50 100 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:5,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

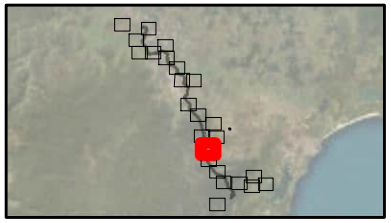
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- HTP Easement
- Intersections (typical)
- Laydown area
- Laydown area (crushing)
- Stringing site
- Stringing site (out of hours)
- Noise monitoring location

Impact Changes

- Newly impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

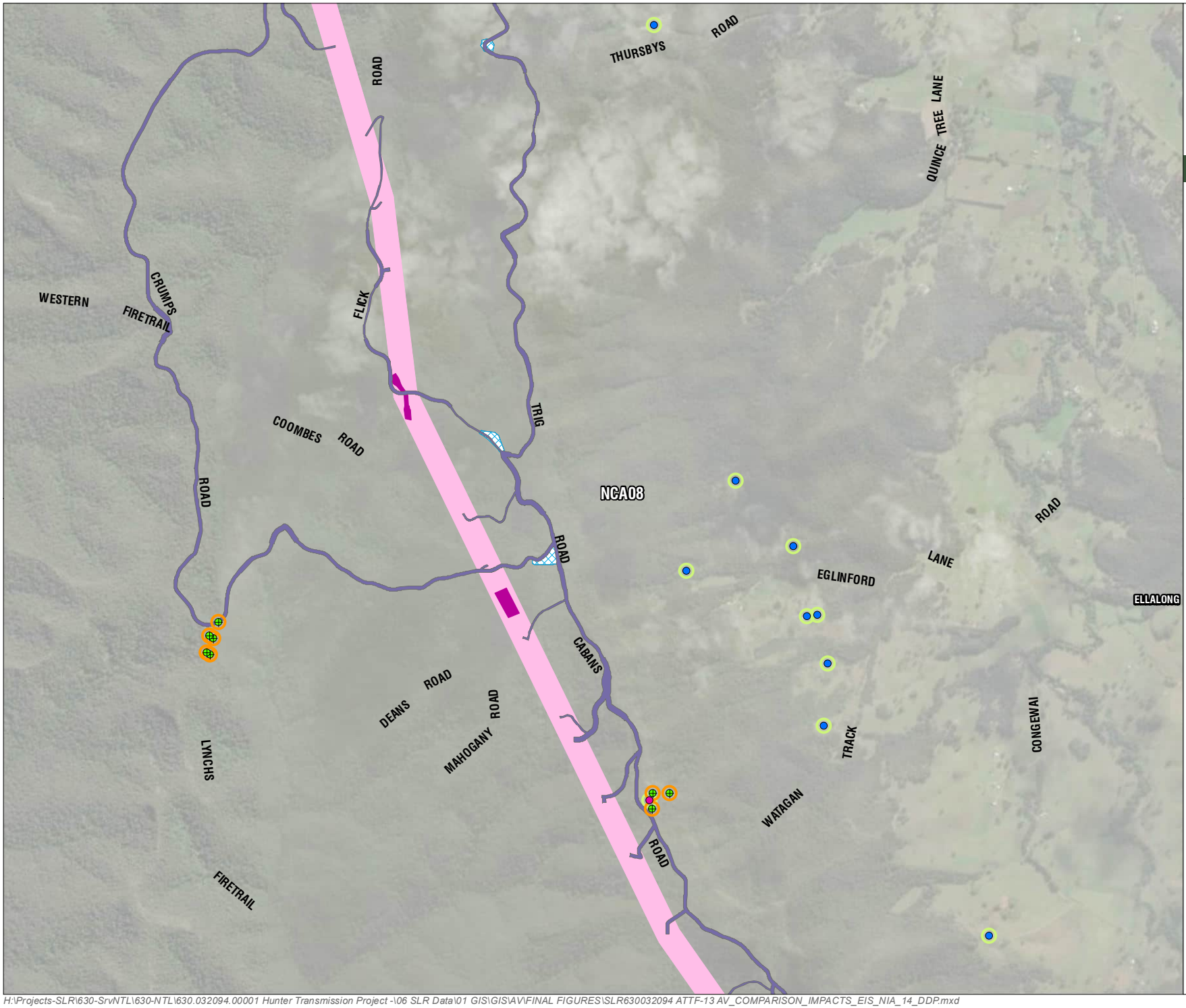
- Commercial
- Other (Passive recreation)
- Other (Place of worship)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

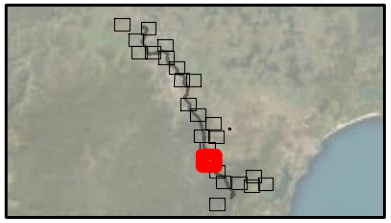
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- HTP Easement
- Laydown area
- Laydown area (crushing)
- Stringing site

Impact Changes

- Newly impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

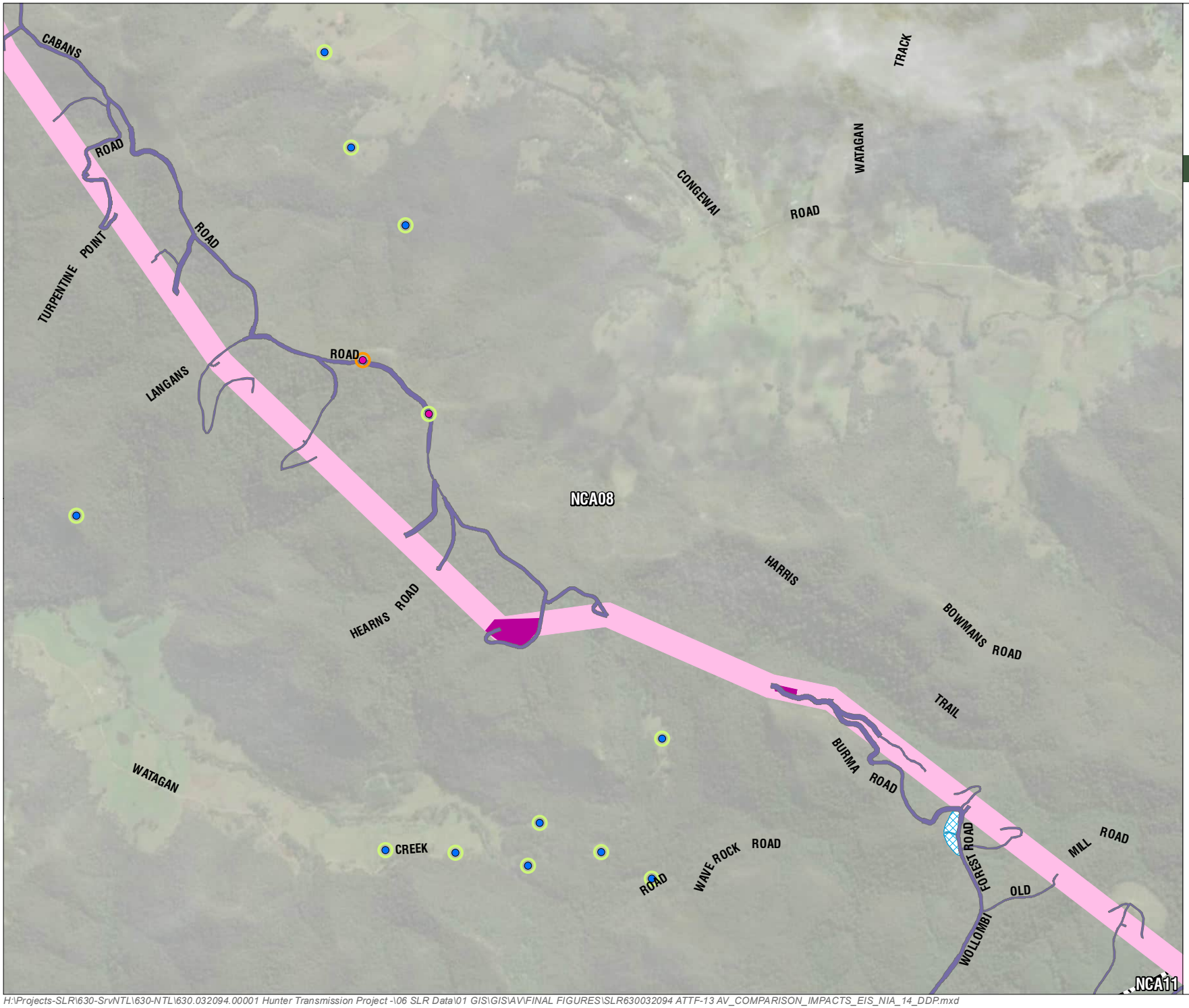
- Other (Passive recreation)
- Residential
- Corrabare State Forest Loop
- Great North Walk



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

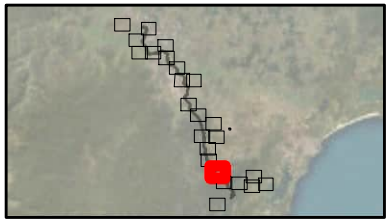
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- HTP Easement
- Laydown area
- Laydown area (crushing)
- Stringing site

Impact Changes

- Newly impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Other (Passive recreation)
- Residential

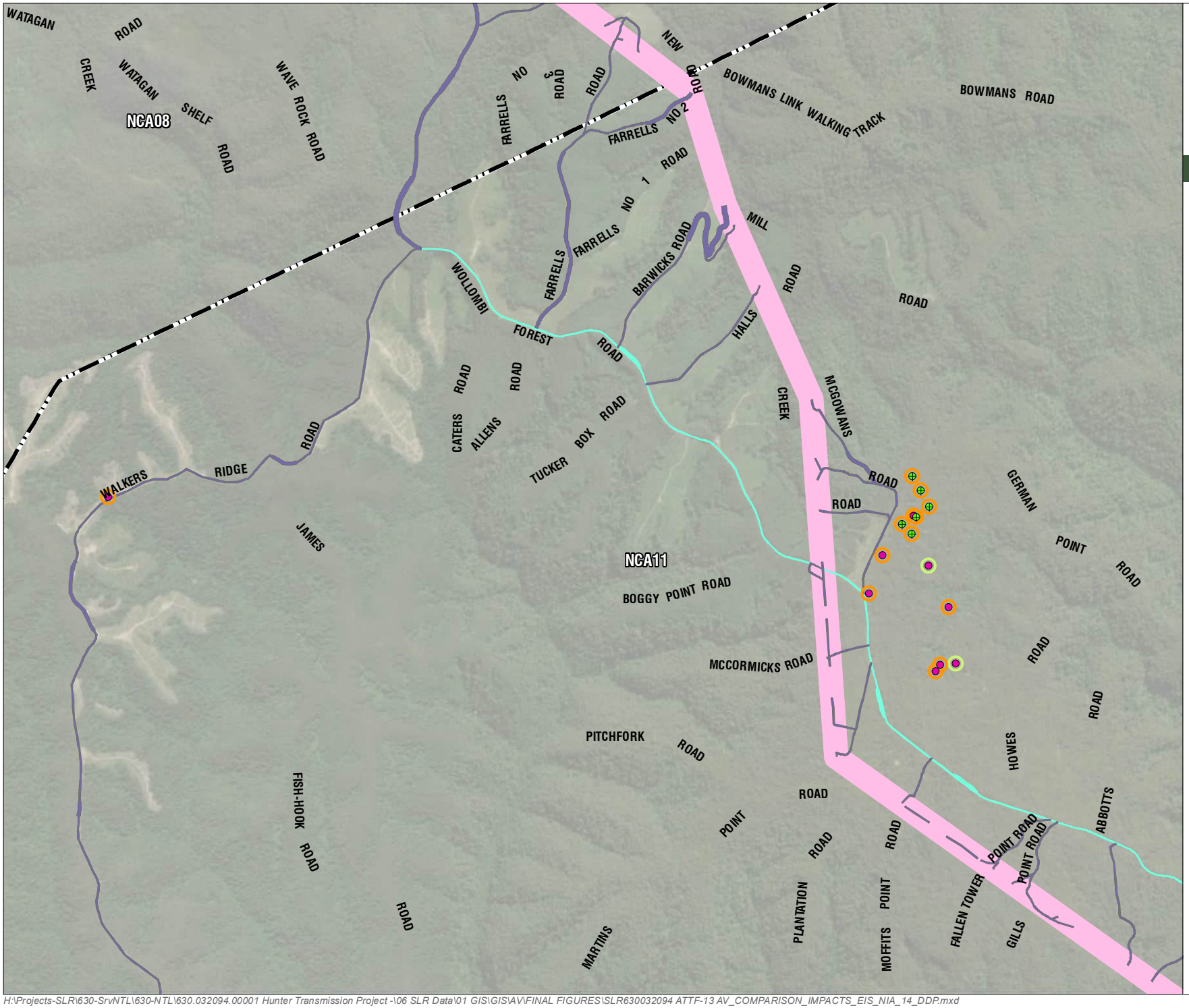


0 250 500 m

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Project Number:	630.032094
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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

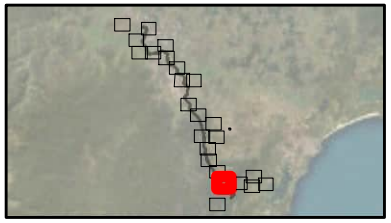
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (minor)
- HTP Easement

Impact Changes

- Newly impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

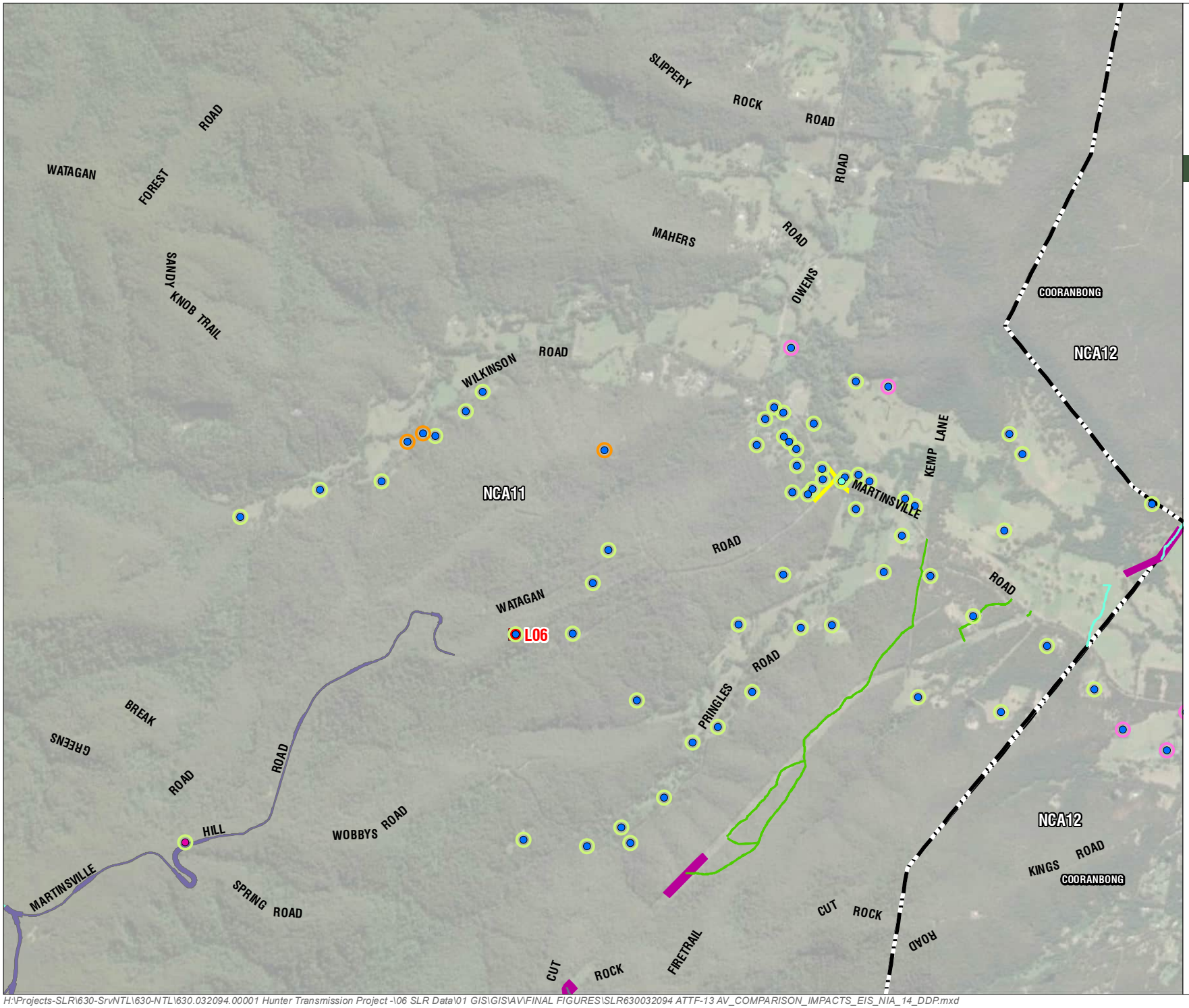
- Other (Passive recreation)
- Abbotts Falls Walking Trail



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

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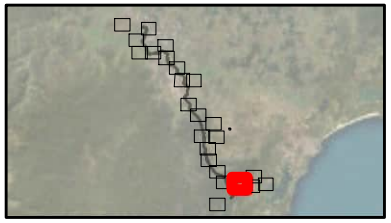
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Access tracks (major)
- Access tracks (minor)
- Intersections (typical)
- Stringing site
- Noise monitoring location

Impact Changes

- Newly impacted post the EIS NIA
- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

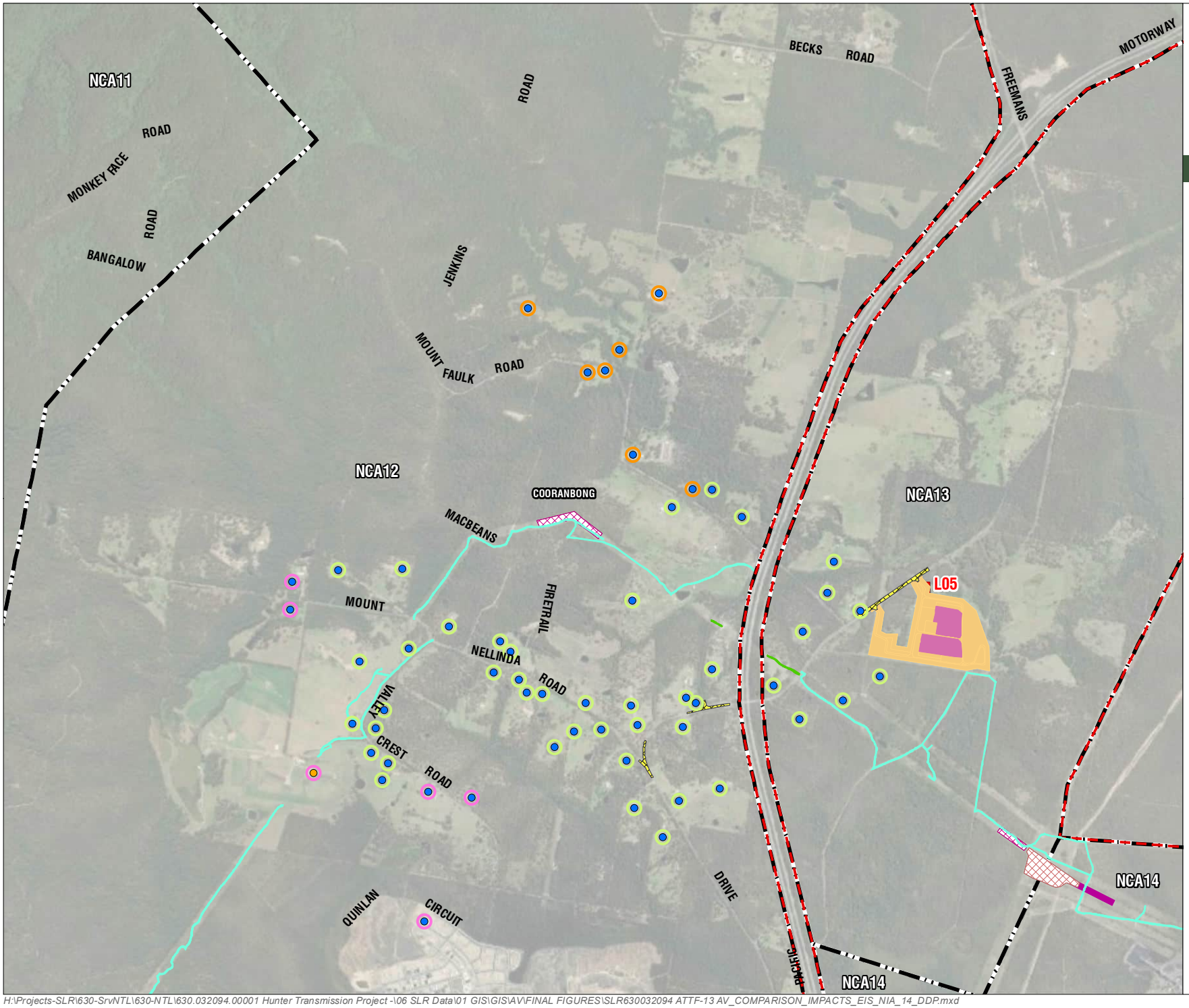
- Commercial
- Other (Passive recreation)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

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LEGEND

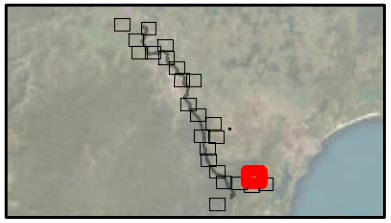
- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- Accommodation site
- Construction support site
- Intersections (intensive)
- Stringing site
- Stringing site (out of hours)
- Substation site (underground)
- Noise monitoring location

Impact Changes

- Newly impacted post the EIS NIA
- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Industrial
- Residential

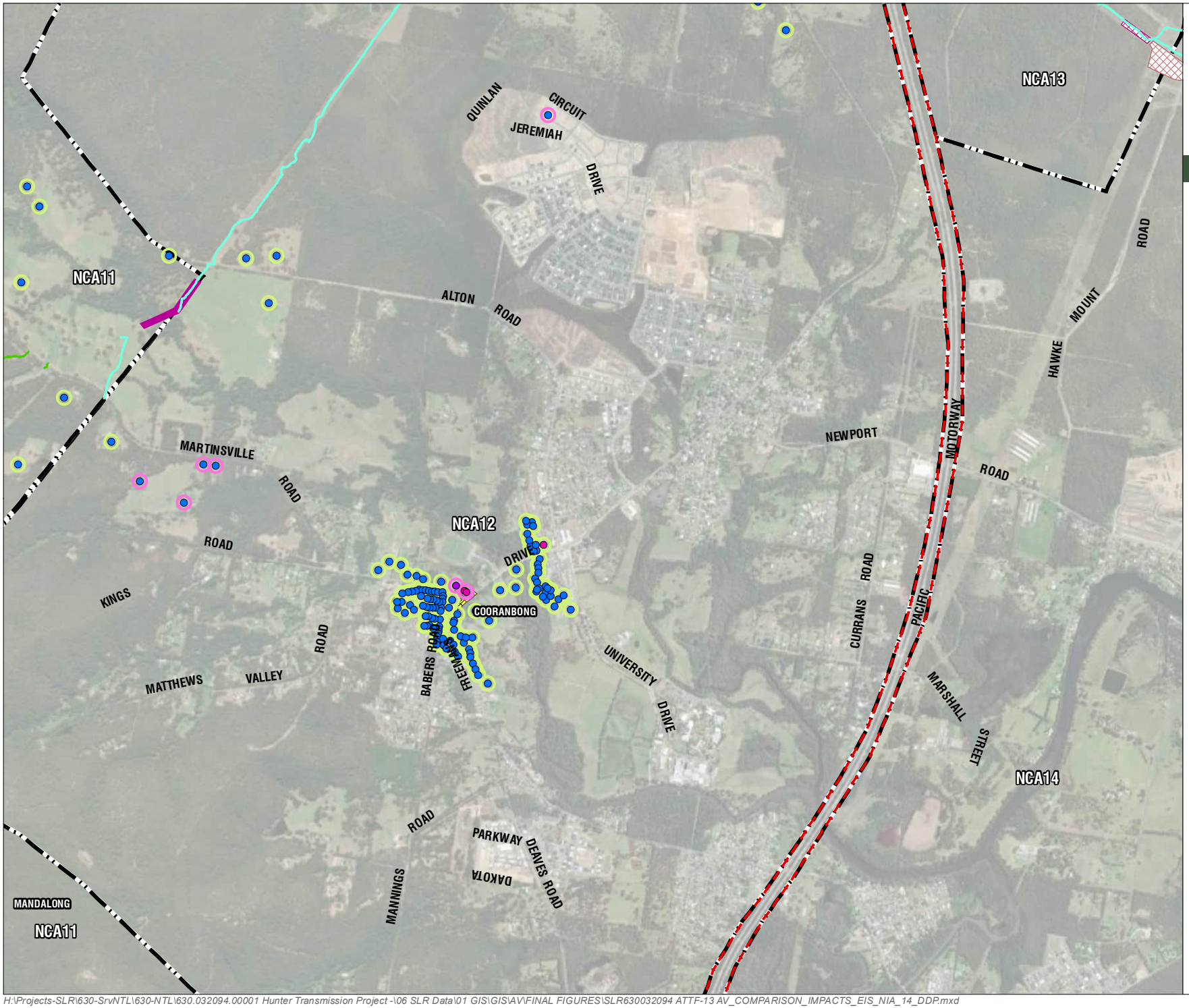


0 250 500 m

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

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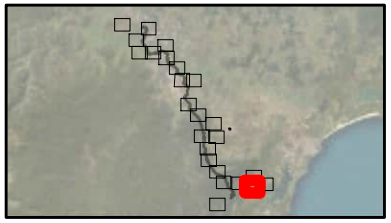
- Study area
- NCA boundary
- Access tracks (major)
- Access tracks (minor)
- Intersections (intensive)
- Stringing site
- Stringing site (out of hours)
- Substation site (underground)

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Other (Passive recreation)
- Other (Place of worship)
- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

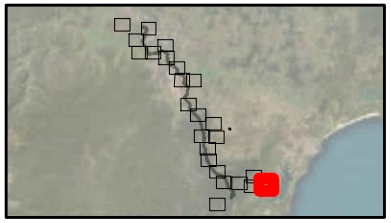
- Study area
- NCA boundary
- Access tracks (minor)
- Stringing site
- Stringing site (out of hours)
- Substation site
- Substation site (underground)

Impact Changes

- Newly impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Residential

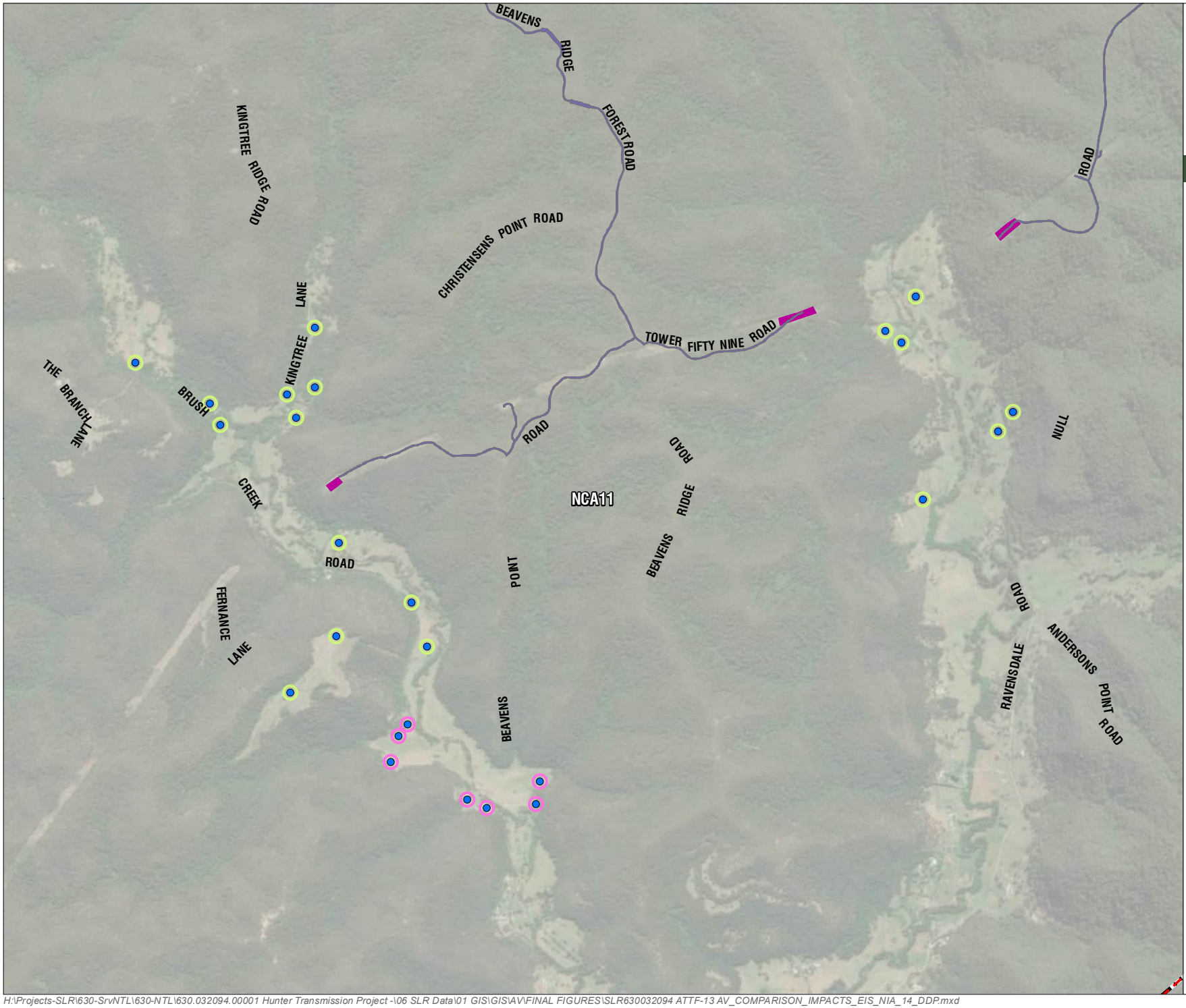


0 250 500 m

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

COMPARISON OF IMPACTS FROM THE EIS PROJECT TO THE AMENDED PROJECT

ATTACHMENT F.13

LEGEND

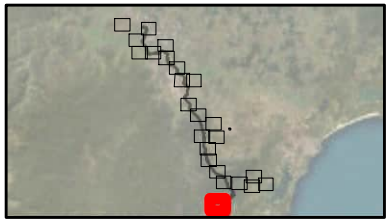
- Study area
- NCA boundary
- Access tracks (major with rock breaking)
- Stringing site

Impact Changes

- No longer impacted post the EIS NIA
- Impacted in the EIS NIA

Sensitive Receivers

- Residential



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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Attachment G Construction vibration impacts

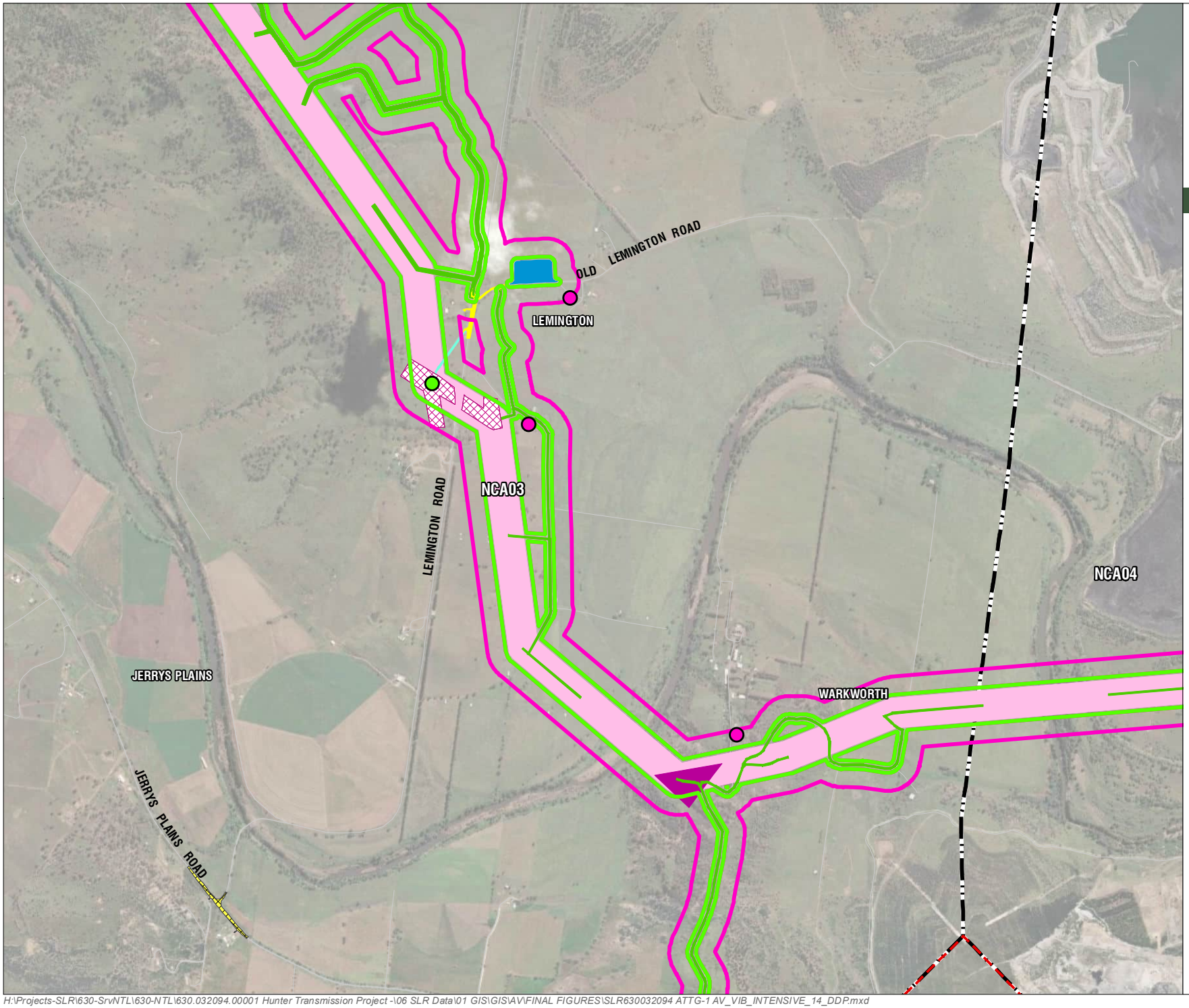
Noise and Vibration Impact Assessment

Hunter Transmission Project

EnergyCo

SLR Project No.: 630.032094.00001

16 February 2026



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

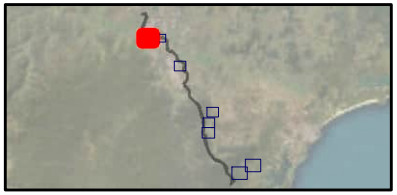
- Access tracks (major)
- HTP Easement
- Laydown area

Other construction components

- Access tracks (minor)
- Intersections (intensive)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Vibration Impacts

- Cosmetic Damage
- Human Response

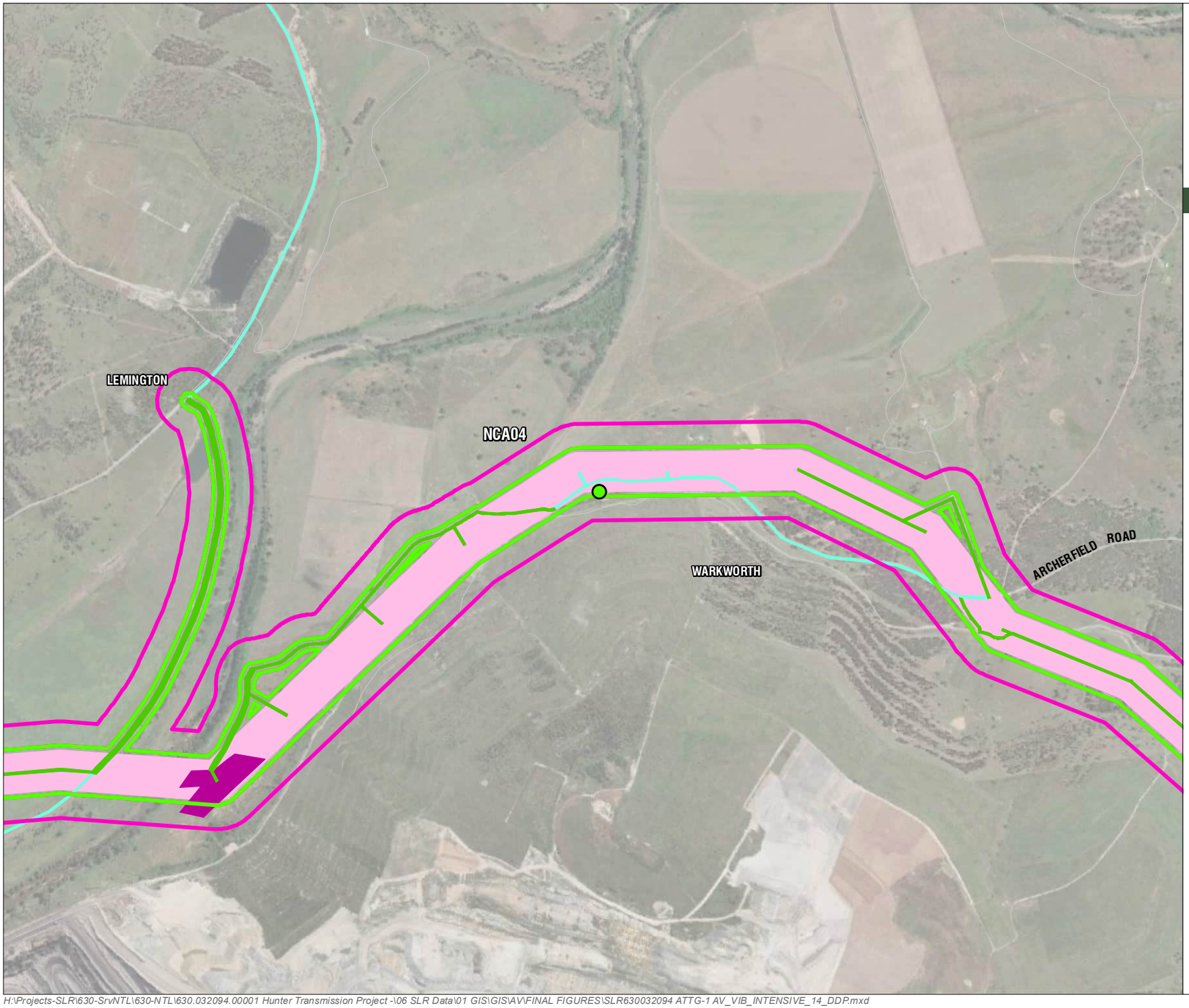


N

0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:24,000 at A4
Project Number:	630.032094
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Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

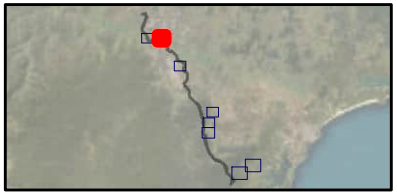
- Access tracks (major)
- HTP Easement

Other construction components

- Access tracks (minor)
- Stringing station

Vibration Impacts

- Cosmetic Damage

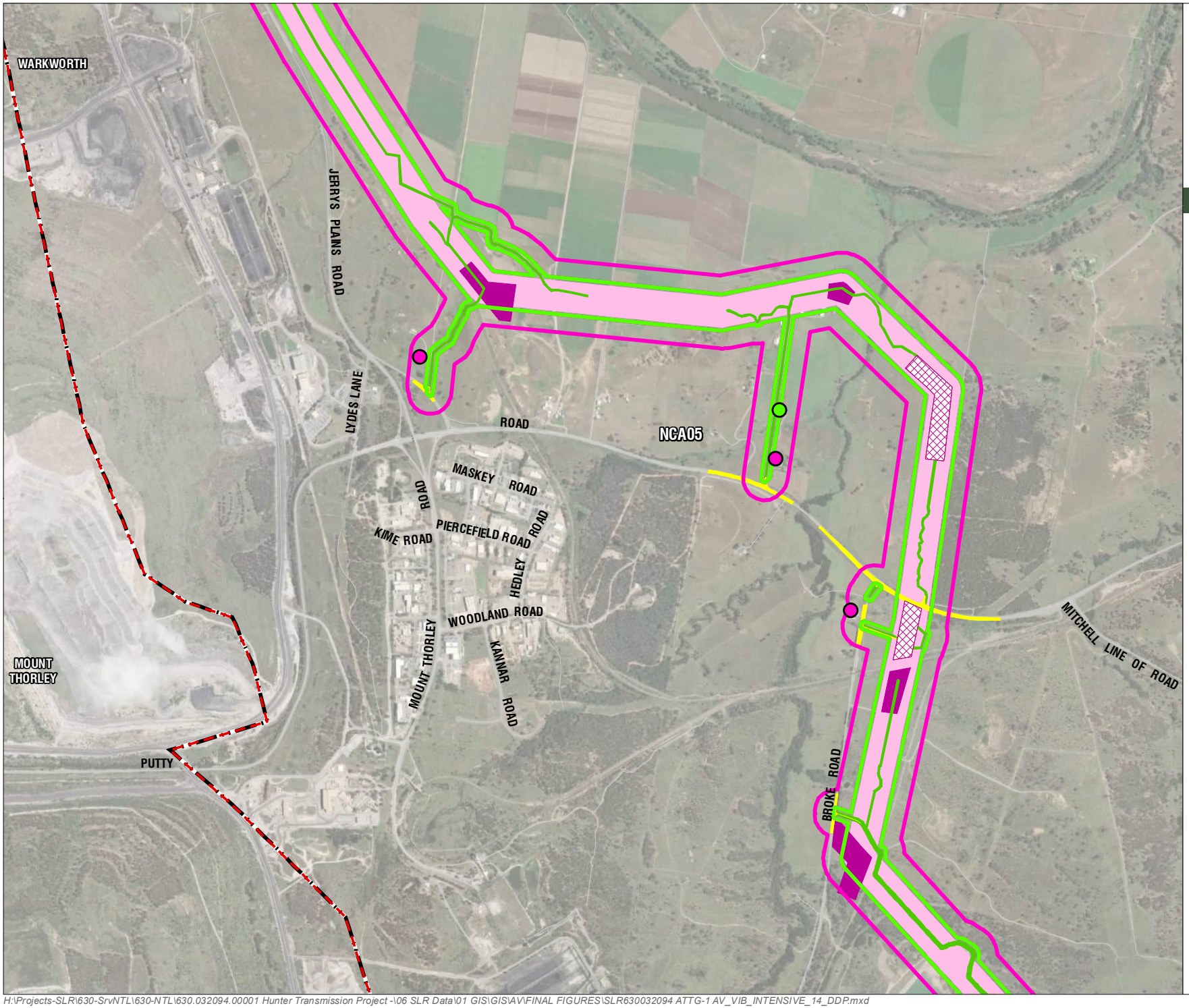


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:18,000 at A4
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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

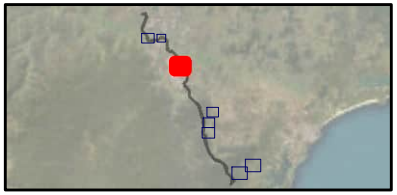
- Access tracks (major)
- HTP Easement

Other construction components

- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Vibration Impacts

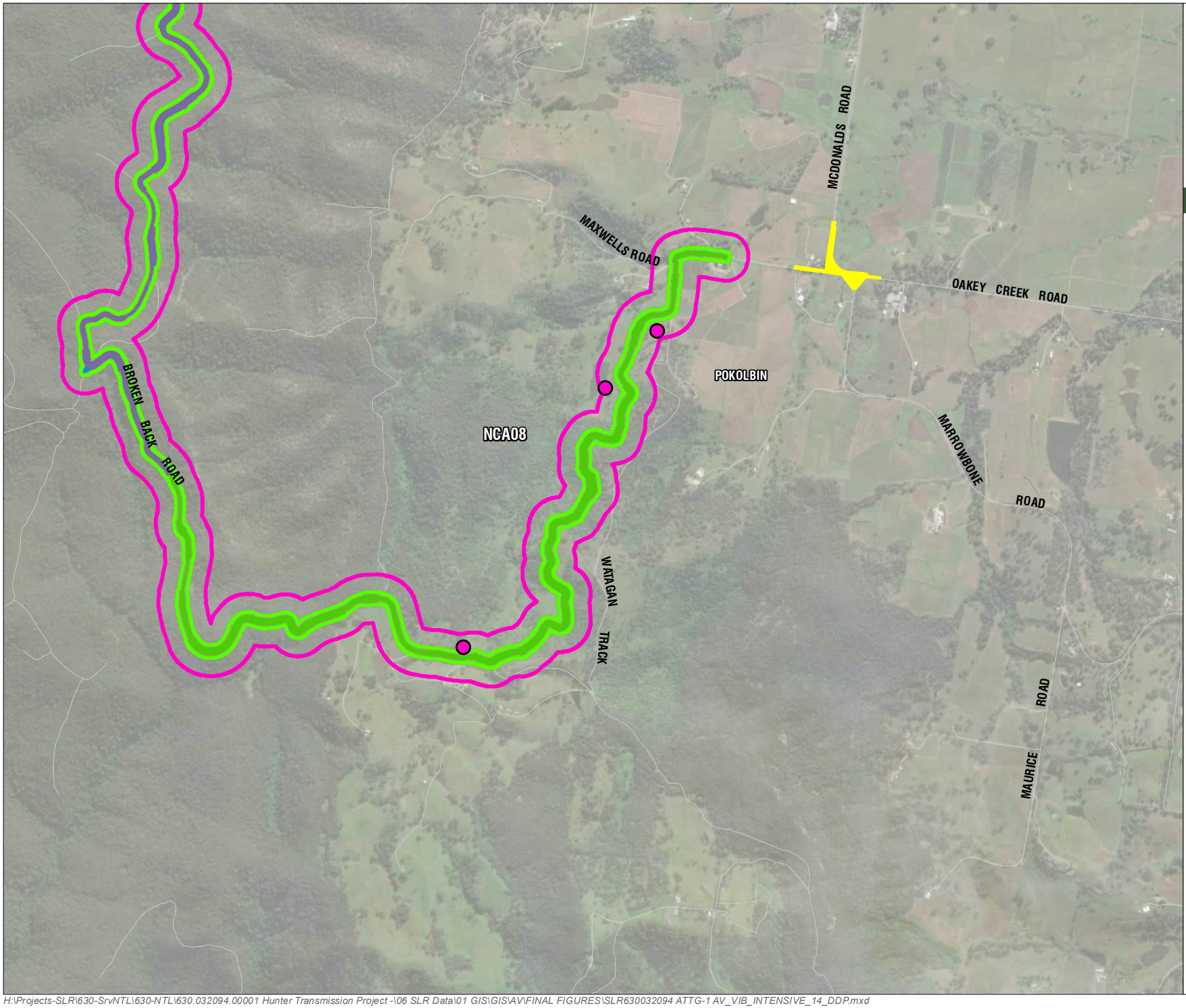
- Cosmetic Damage
- Human Response



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:24,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

SLR



HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

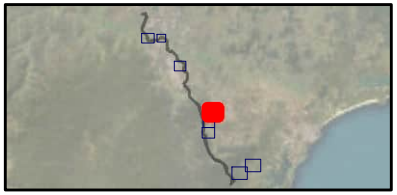
- Access tracks (major with rock breaking)
- Access tracks (major)
- Laydown area

Other construction components

- Intersections (typical)

Vibration Impacts

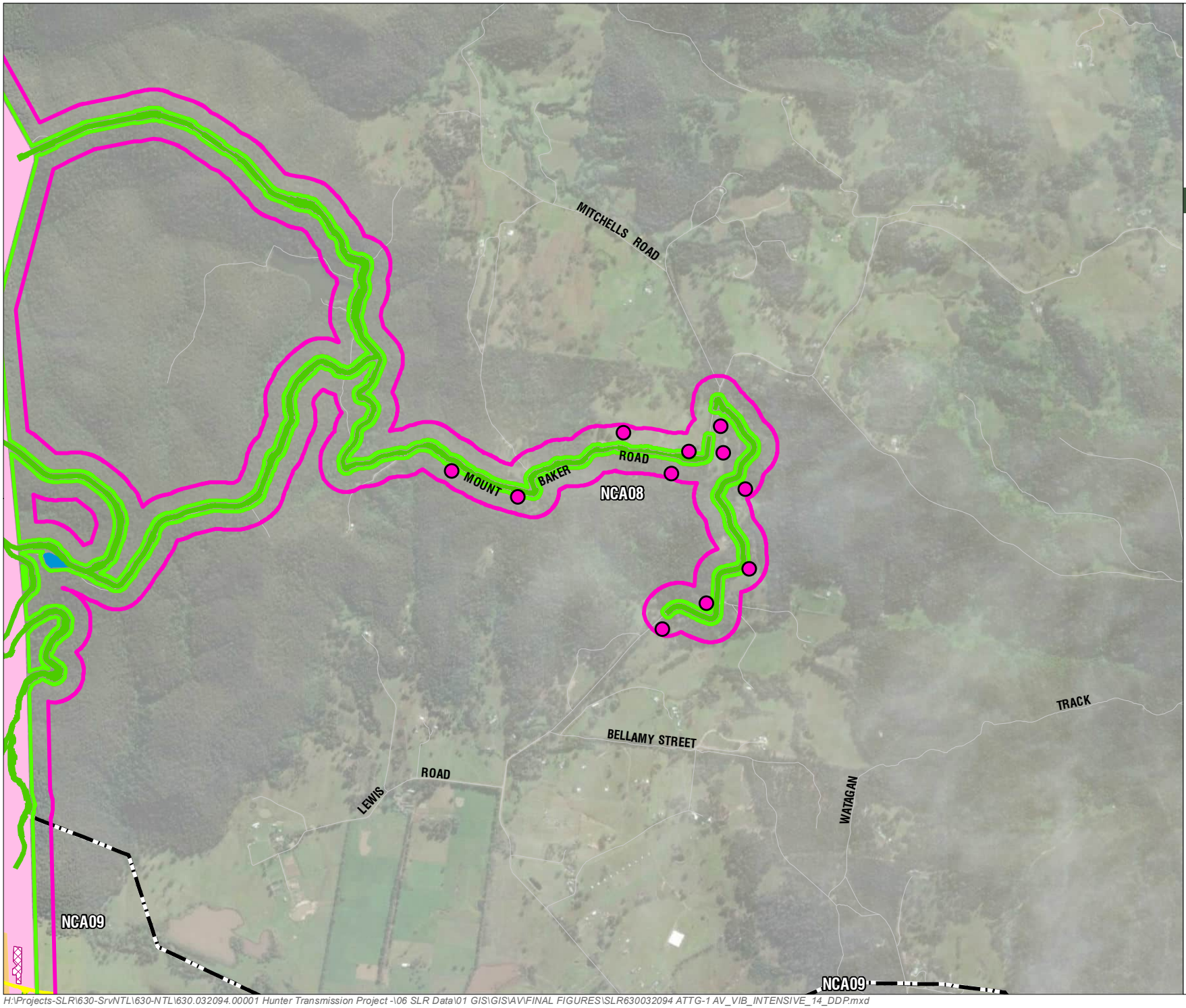
- Human Response



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:24,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

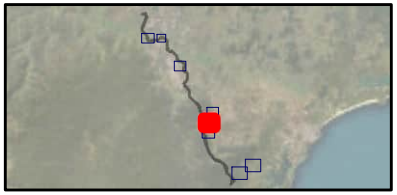
- Access tracks (major)
- Construction support site
- HTP Easement
- Laydown area

Other construction components

- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Vibration Impacts

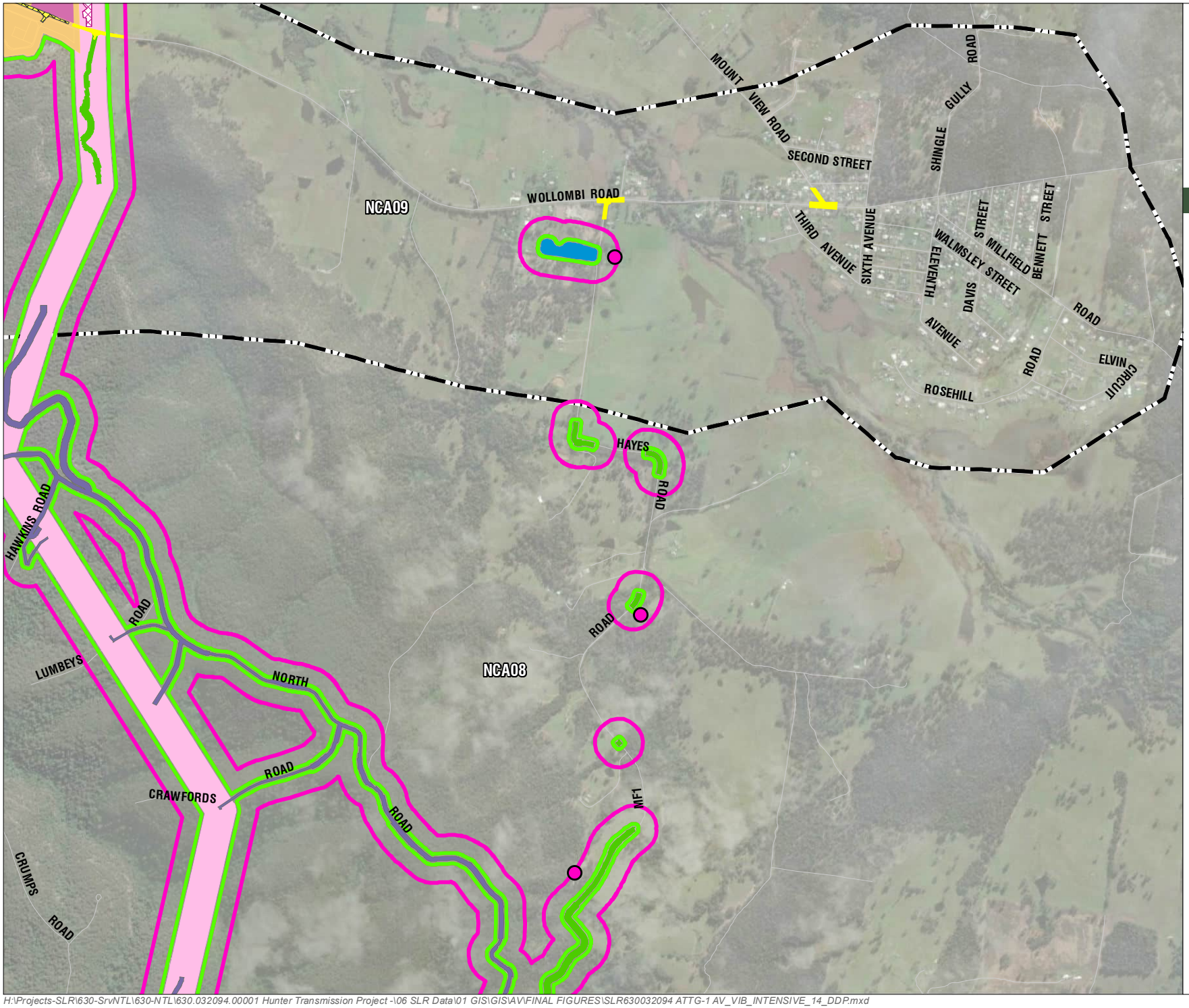
- Human Response



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:24,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

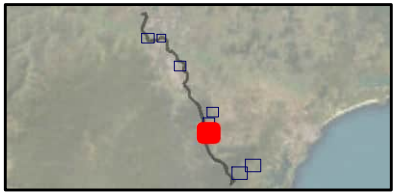
- Access tracks (major with rock breaking)
- Access tracks (major)
- Construction support site
- HTP Easement
- Laydown area

Other construction components

- Accommodation site
- Intersections (intensive)
- Intersections (typical)
- Stringing station
- Stringing station (out of hours)

Vibration Impacts

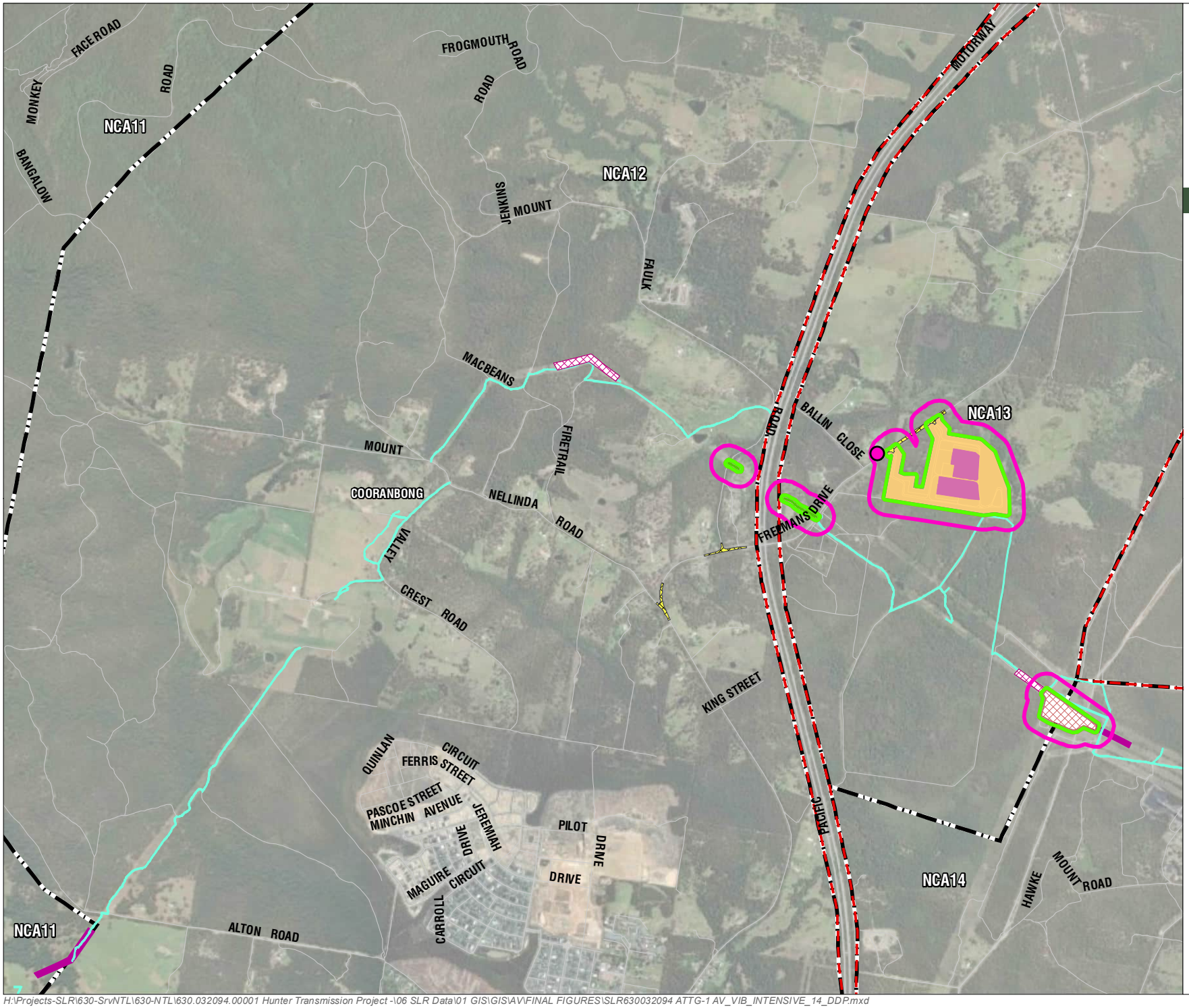
- Human Response



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:24,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

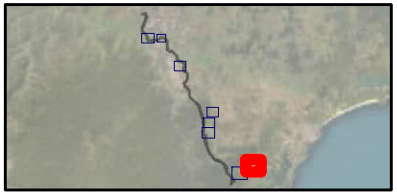
- Access tracks (major)
- Construction support site
- Substation site (underground)

Other construction components

- Access tracks (minor)
- Accommodation site
- Intersections (intensive)
- Stringing station
- Stringing station (out of hours)

Vibration Impacts

- Human Response

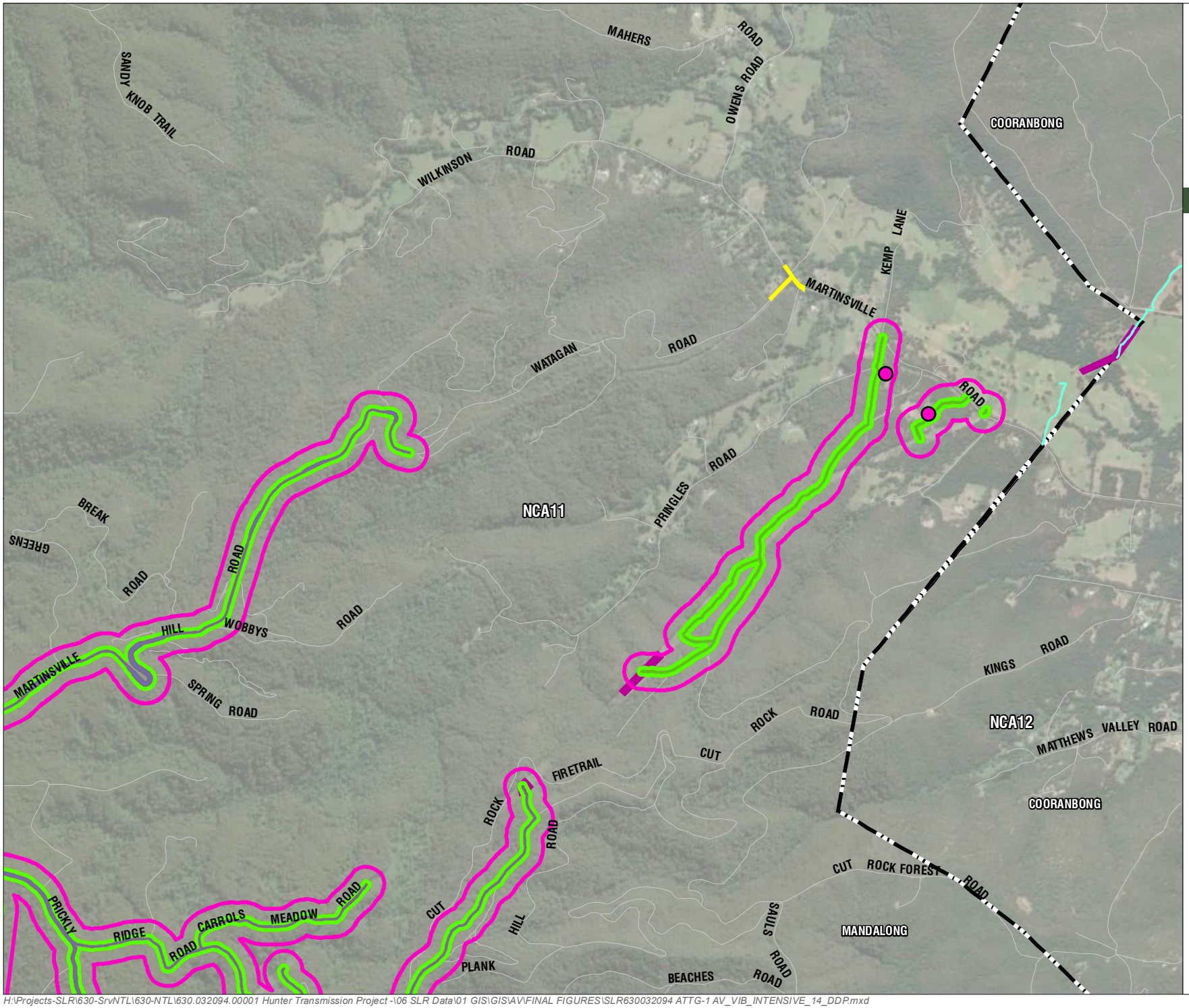


0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

WORST-CASE EARTHWORKS AND OTHER CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.1

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (15m buffer)
- Human response (100m buffer)

Assessed construction components

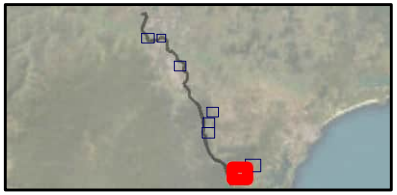
- Access tracks (major with rock breaking)
- Access tracks (major)

Other construction components

- Access tracks (minor)
- Intersections (typical)
- Stringing station

Vibration Impacts

- Human Response

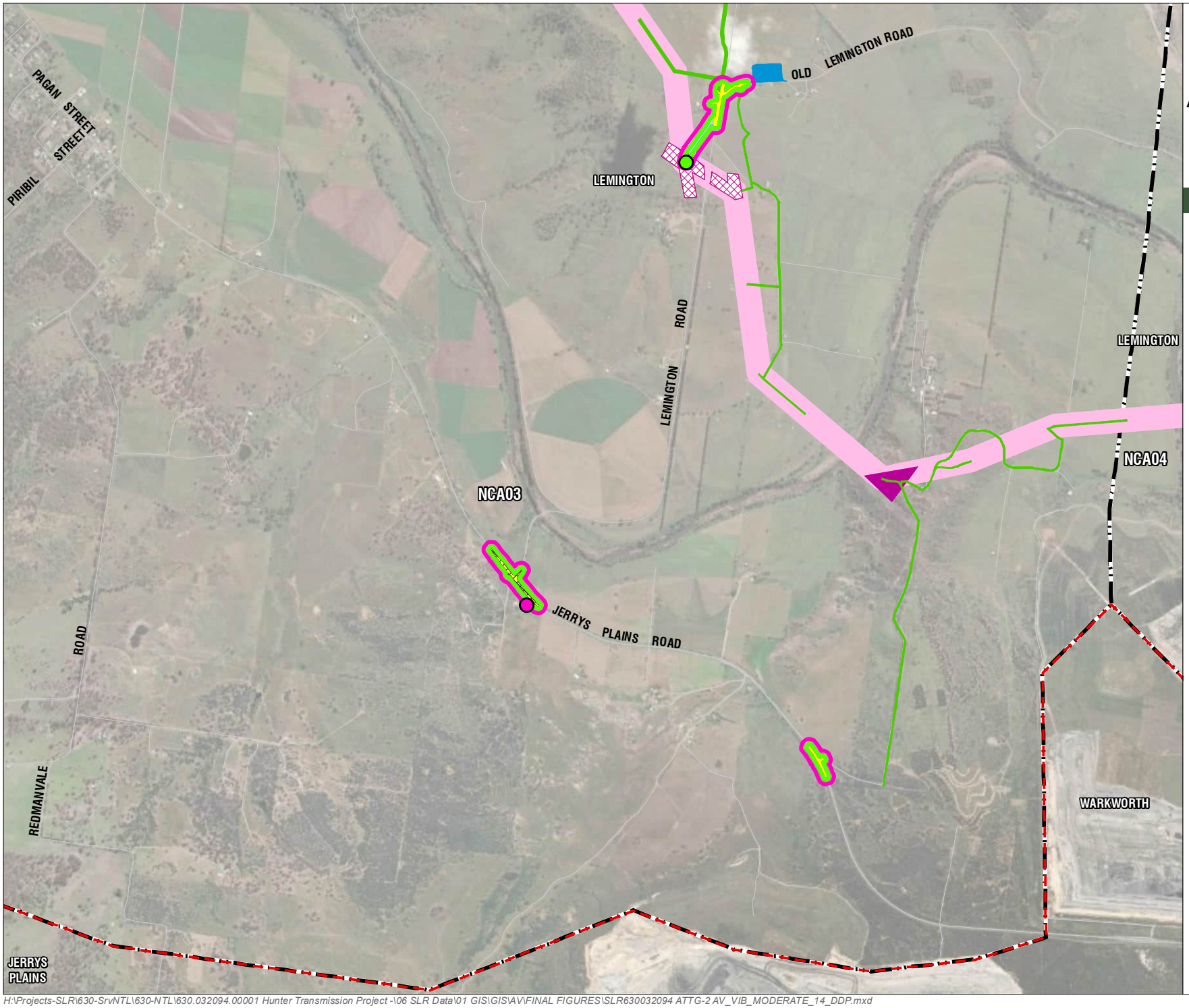


N

0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

ACCESS TRACKS (MINOR WORKS) AND INTERSECTION CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.2

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (12m buffer)
- Human response (40m buffer)

Assessed construction components

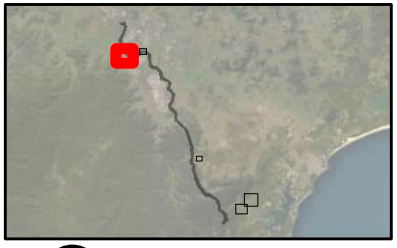
- Access tracks (minor)
- Intersections (intensive)
- Intersections (typical)

Other construction components

- Access tracks (major)
- HTP Easement
- Laydown area
- Stringing station
- Stringing station (out of hours)

Vibration Impacts

- Cosmetic Damage
- Human Response



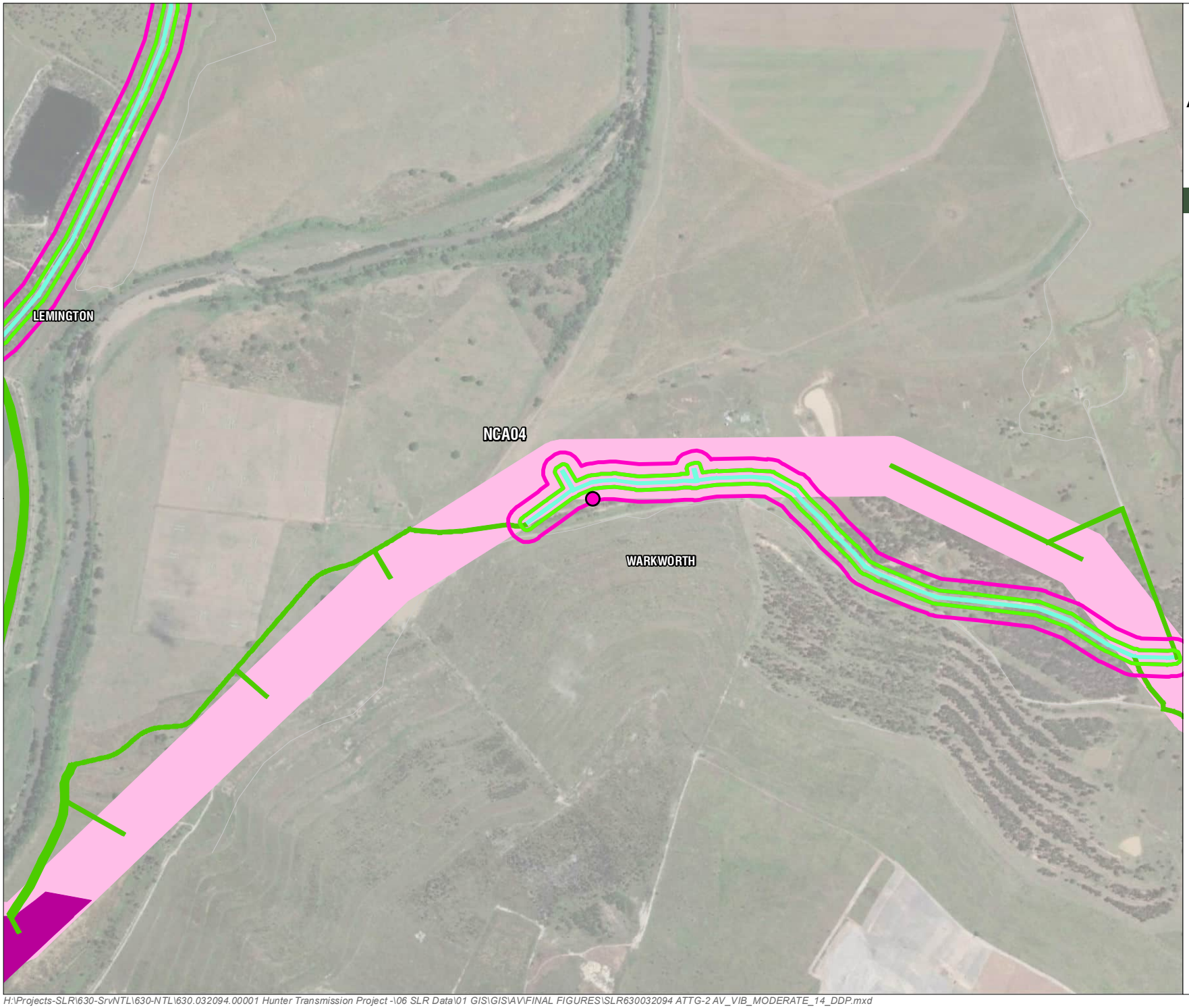
N

0 410 820 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:30,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

ACCESS TRACKS (MINOR WORKS) AND INTERSECTION CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.2

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (12m buffer)
- Human response (40m buffer)

Assessed construction components

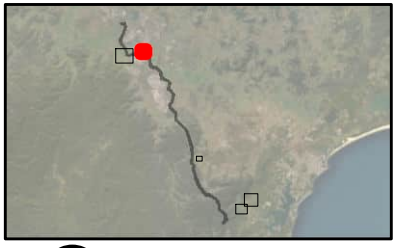
- Access tracks (minor)

Other construction components

- Access tracks (major)
- HTP Easement
- Stringing station

Vibration Impacts

- Human Response



N

0 165 330 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:12,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

ACCESS TRACKS (MINOR WORKS) AND INTERSECTION CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.2

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (12m buffer)
- Human response (40m buffer)

Assessed construction components

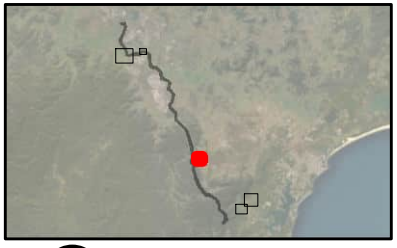
- Intersections (typical)

Other construction components

- Access tracks (major)
- Laydown area

Vibration Impacts

- Cosmetic Damage
- Human Response



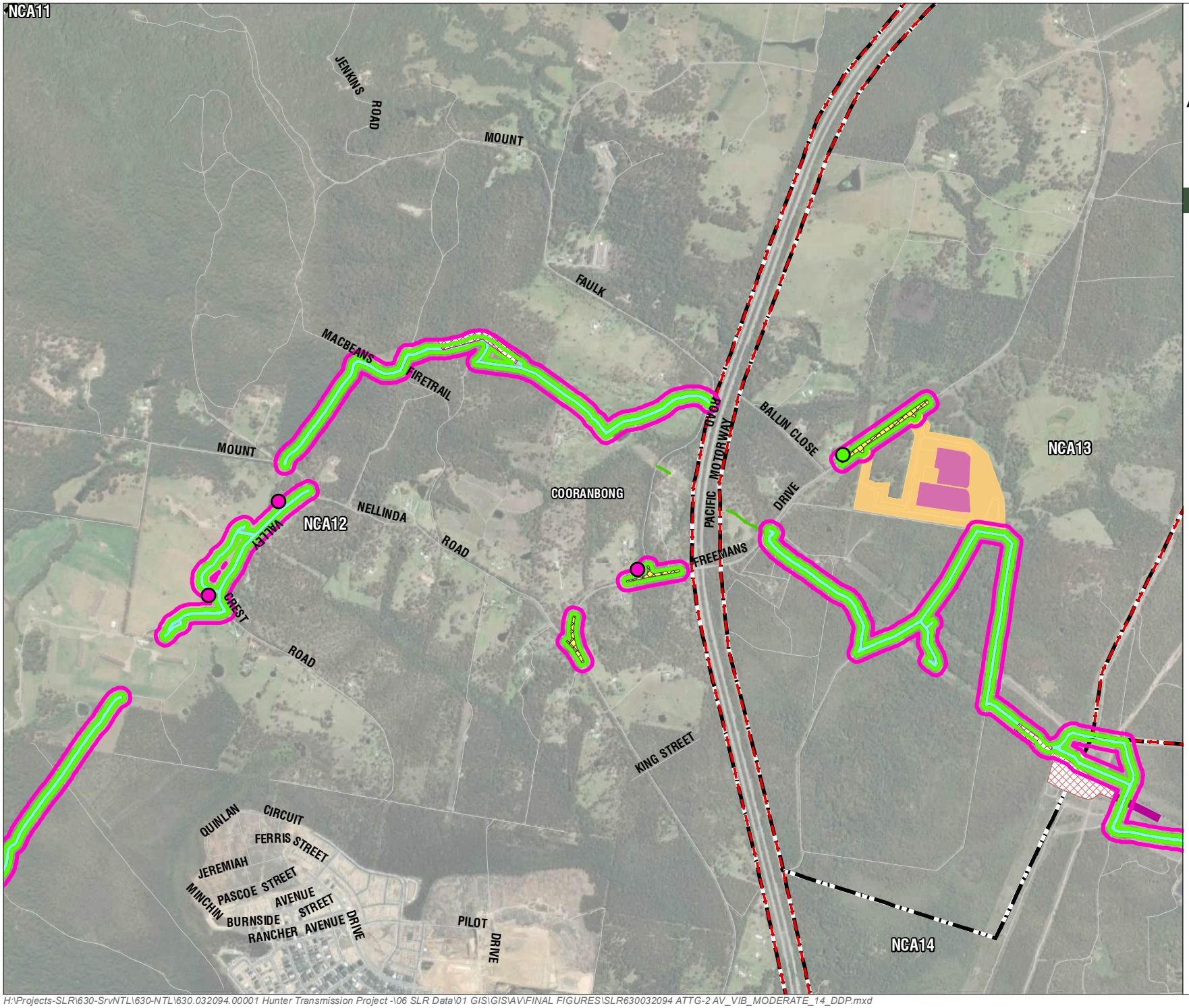
N

0 150 300 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:11,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

ACCESS TRACKS (MINOR WORKS) AND INTERSECTION CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.2

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (12m buffer)
- Human response (40m buffer)

Assessed construction components

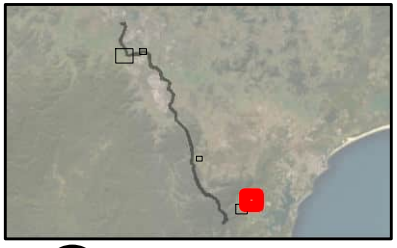
- Access tracks (minor)
- Intersections (intensive)

Other construction components

- Access tracks (major)
- Accommodation site
- Construction support site
- Stringing station
- Stringing station (out of hours)
- Substation site (underground)

Vibration Impacts

- Cosmetic Damage
- Human Response



N

0 330 660 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:24,000 at A4
Project Number:	630.032094
Date:	11-Feb-2026
Drawn by:	LF

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HUNTER TRANSMISSION PROJECT NOISE AND VIBRATION IMPACT ASSESSMENT

ACCESS TRACKS (MINOR WORKS) AND INTERSECTION CONSTRUCTION VIBRATION IMPACTS ON SENSITIVE RECEIVERS

ATTACHMENT G.2

LEGEND

- Study area
- NCA boundary
- Cosmetic damage (12m buffer)
- Human response (40m buffer)

Assessed construction components

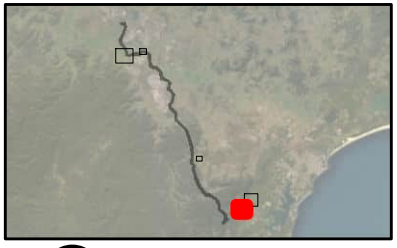
- Access tracks (minor)
- Intersections (intensive)
- Intersections (typical)

Other construction components

- Access tracks (major)
- Stringing station

Vibration Impacts

- Cosmetic Damage
- Human Response



N

0 260 520 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:19,000 at A4
Project Number:	630.032094
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Drawn by:	LF

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Attachment H Operational noise impacts

Noise and Vibration Impact Assessment

Hunter Transmission Project

EnergyCo

SLR Project No.: 630.032094.00001

16 February 2026



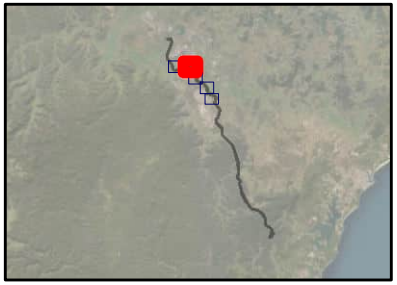
HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

OPERATIONAL NOISE IMPACTS

ATTACHMENT H

LEGEND

- Study area
- NCA boundary
- HTP Easement (operational)
- Potentially impacted receivers



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:24,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

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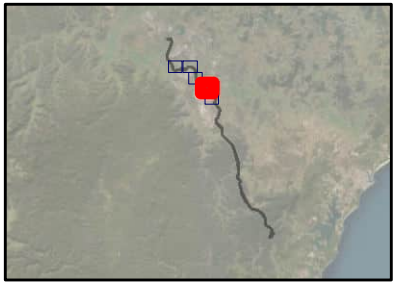
HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

OPERATIONAL NOISE IMPACTS

ATTACHMENT H

LEGEND

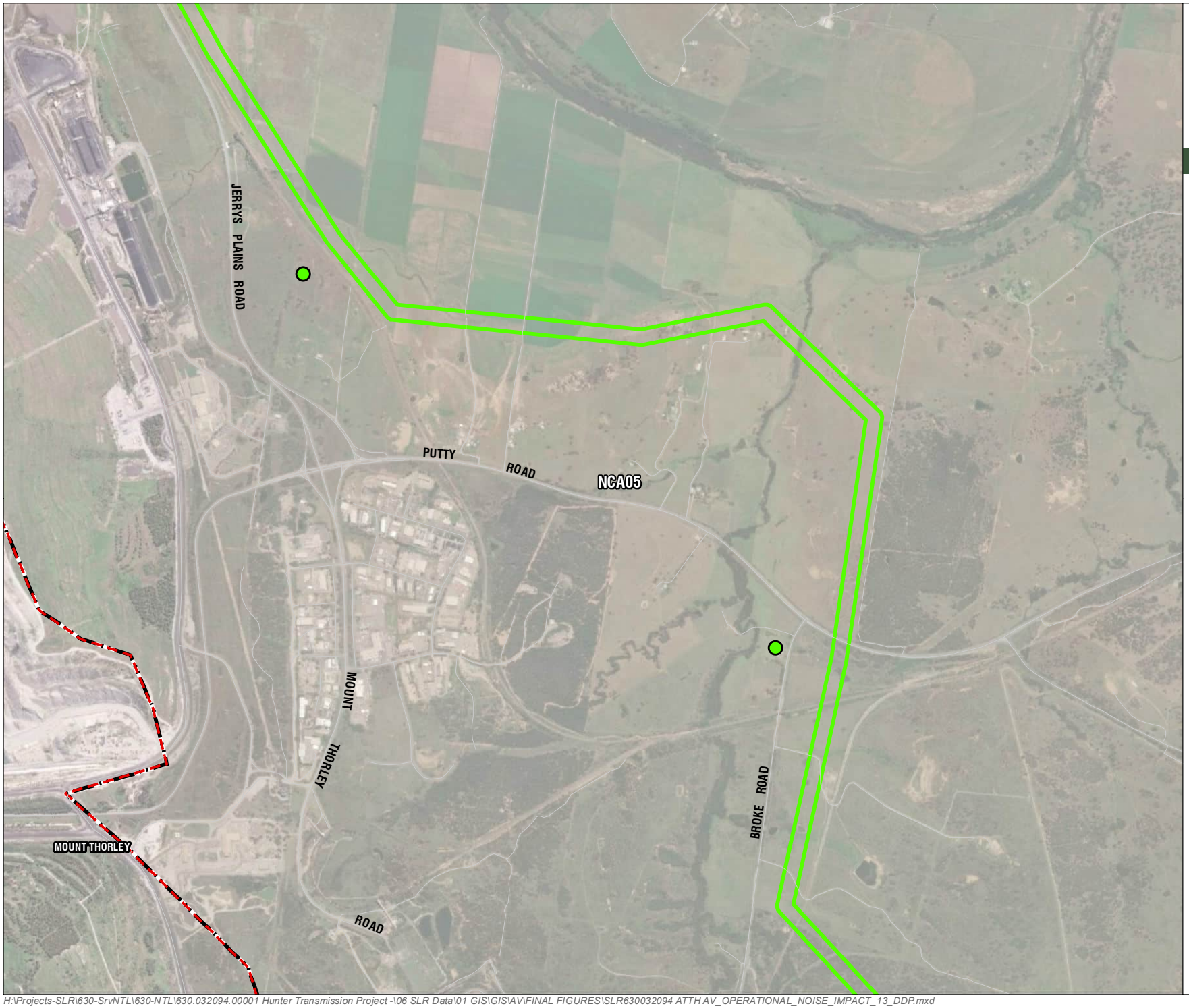
- Study area
- NCA boundary
- HTP Easement (operational)
- Potentially impacted receivers



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:23,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



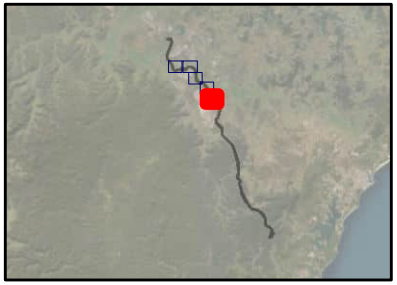
HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

OPERATIONAL NOISE IMPACTS

ATTACHMENT H

LEGEND

- Study area
- NCA boundary
- HTP Easement (operational)
- Potentially impacted receivers



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:23,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



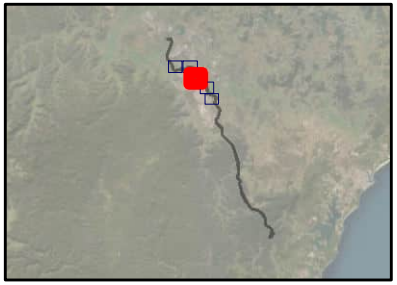
HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

OPERATIONAL NOISE IMPACTS

ATTACHMENT H

LEGEND

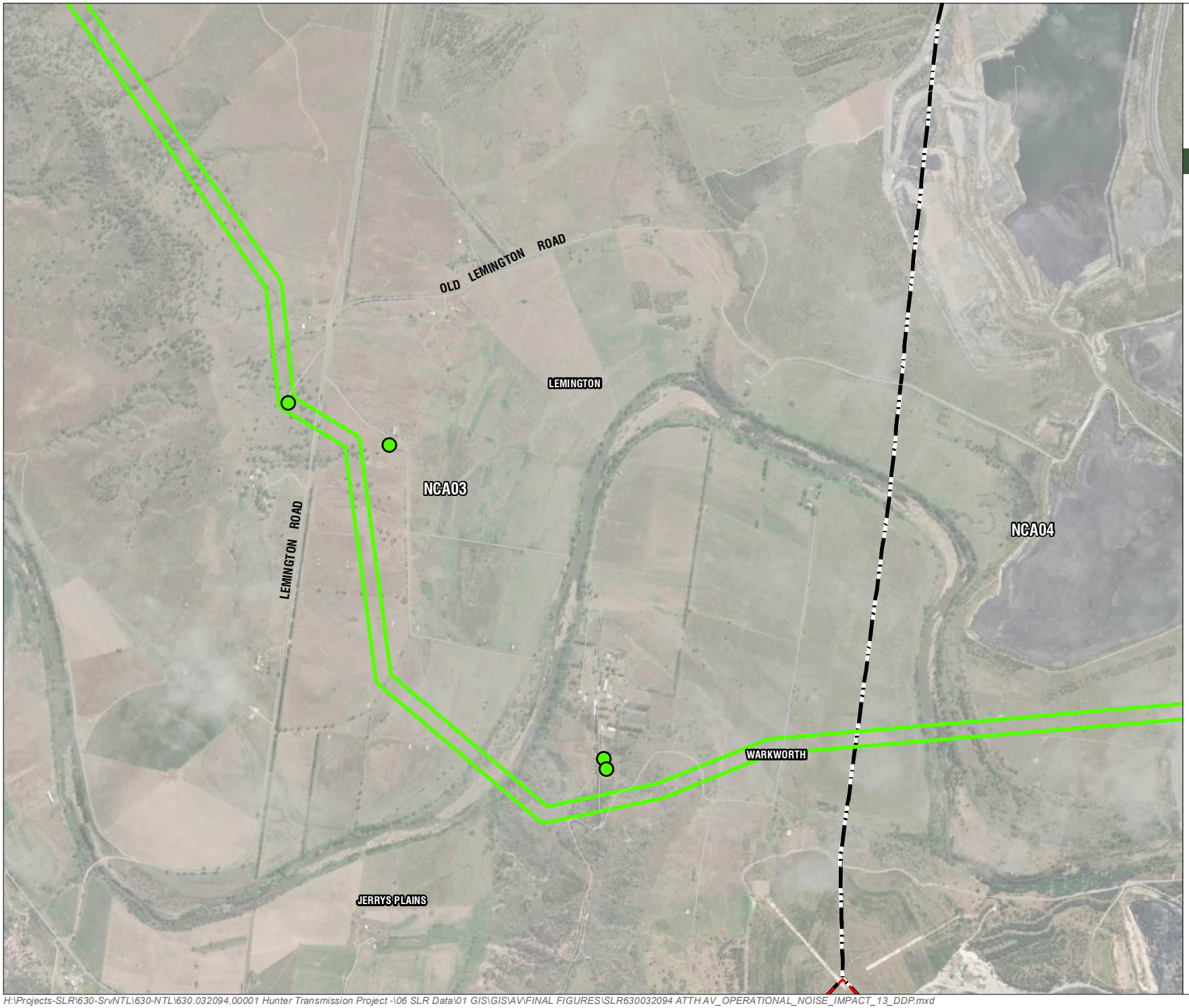
- Study area
- NCA boundary
- HTP Easement (operational)
- Potentially impacted receivers



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:23,000 at A4
Project Number:	630.032094
Date:	04-Feb-2026
Drawn by:	LF

SLR



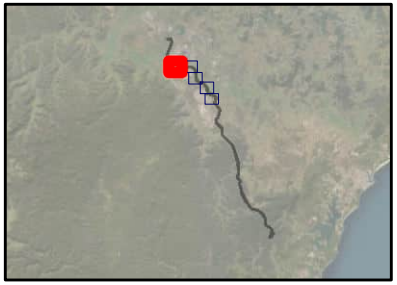
HUNTER TRANSMISSION PROJECT
NOISE AND VIBRATION IMPACT ASSESSMENT

OPERATIONAL NOISE IMPACTS

ATTACHMENT H

LEGEND

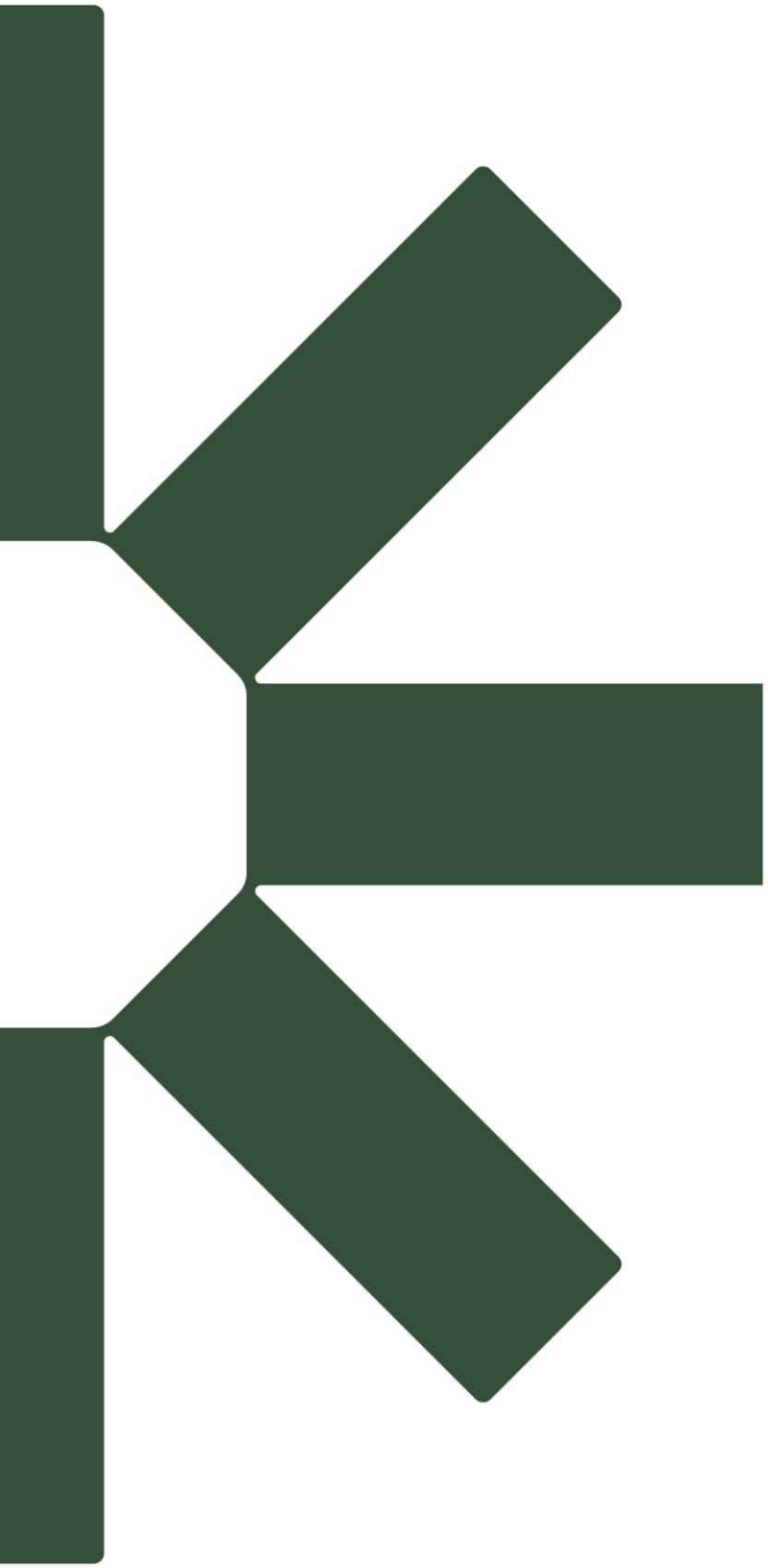
- Study area
- NCA boundary
- HTP Easement (operational)
- Potentially impacted receivers



0 250 500 m

Coordinate System:	GDA2020 MGA Zone 56
Scale:	1:23,000 at A4
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Making Sustainability Happen